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五拜禮 號五十九百九千壹第

HONGKONG, FRIDAY, SEPTEMBER 5, 1919.

日二十月七閏未己亥年八國民華中

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WINE MERCHANTS.

TO-DAY'S CABLES.

RUMANIA DEFIANT. TO GET ULTIMATUM.

PARIS, Sept. 3.
The Rumanian question has become extremely acute. The supreme council has decided, owing to the absence of any Rumanian reply to recent notes, to send an envoy to Bucharest, to present a time-limit ultimatum. In the event of non-compliance the Allies will break off diplomatic relations with Rumania. It is understood that the ultimatum to Rumania deals mainly with reparations and the Rumanian evacuation of Hungary. The Allies will insist on Rumania recognising that all requisitioned goods, rollingstock, livestock, etc. must be handed over to the Allies for redistribution according to proportions fixed by the conference. Rumania agreeing to pay the Allies for unreturnable foodstuffs, Rumanian diplomatic representatives in the various Allied capitals will be acquainted with the very drastic character of the ultimatum and the extreme gravity of the situation which will arise in the event of refusal to comply with the Allies' demands.

According to the Rumanians the Allies' long note of Aug. 23 had not been received at Bucharest on Aug. 31. The Allies' short note of Aug. 25 was received on that day.

FRANCE, SYRIA, AND THE BRITISH

LONDON, Sept. 4.
A section of the French Press has been protesting recently against British policy in Syria and the British arrest of Emir Said at Beirut has heightened the outcry. Some speakers in the debate on the peace treaty in the Chamber referred to the matter, notably M. Barthou, who demanded that Great Britain respect the secret Syrian agreement of 1916. The British Press takes the outcry calmly, but urges the government to settle the question without delay, and prepare the way for France as mandatory in Syria. It is hoped that General Allenby, who is expected in London shortly, will dispel the French suspicions.

Reuter learns that Emir Said, who is a notorious firebrand and ex-Turkish spy, was arrested with the consent of the French administrator at Beirut.

KING BILLY.

MELBOURNE, Aug. 30.
Mr. W. Hughes has arrived. There were scenes of unparalleled enthusiasm. Returned soldiers drew his motorcar through beflagged streets packed with cheering crowds to the Town Hall, where there was a civic reception.

ANGLO-ITALIAN ENTENTE.

ROME, Sept. 4.
It is reported that Messrs. Lloyd George and Titttoni have reached an agreement concerning the Italian problem and that they have forwarded a joint note asking President Wilson to consent thereto. Anglo-Italian economic agreements have also been reached.

DAVIS CUP.

LONDON, Sept. 3.
Colonel Kingscote and Major Arthur Lowe have been selected to represent the British Isles for the Davis Cup. The team is sailing to Australia at the end of October. A third player will be selected next week.

NATIONALIZATION.

LONDON, Sept. 3.
The conference of the miners' federation unanimously agreed to carry out the executive committee's recommendations to accept no compromise in the matter of nationalization.

CRICKET.

LONDON, Sept. 3.
South England beat the Australians by 122.
Yorkshire v. Marylebone was drawn.

SOUTH AFRICA.

CAPETOWN, Sept. 3.
General Smuts has formed a government. The former Ministers continue in office.

BOLSHEVIE WAR.

LONDON, Sept. 3.
A Bolshevik wireless says "our enemies have taken Kiev."

MARSEILLES STRIKE.

MARSEILLES, Sept. 4.
The porters have joined the dockers' strike. The business of the port is practically at a standstill. The trade-unions of the district threaten a general strike.

AUSTRIA.

PARIS, Sept. 4.
The Austrians have requested an extension of two days to reply on the peace terms. This will probably be granted.

POLES V. LITHUANIANS.

COPENHAGEN, Sept. 4.
The Lithuanian press bureau reports serious fighting between Polish and Lithuanian troops, after which the Poles sent an ultimatum to the Lithuanians demanding their withdrawal behind the new demarcation line with the alternative of a declaration of war.

EGYPTIAN PREMIER BOMBED.

LONDON, Sept. 4.
The Daily Telegraph says information has been received in London of an attempt on the life of the Egyptian premier. Bombs were thrown at him, but he was uninjured.

RUSSIA.

LONDON, Sept. 4.
Four representatives of the municipalities and zemstvos of the Archangel government have arrived in London to urge the retention of British troops in North Russia.

SOUTH AFRICAN HOMEBUILDERS.

DURBAN, Sept. 4.
Hertzog and his co-delegates have returned from Paris.

FAMOUS CARDINAL.

BREST, Sept. 4.
Cardinal Mercier has sailed for New York.

COTTON MILLS OF LINCOLNSHIRE.

SELLING LIKE HOT CAKES.

LONDON, Sept. 5.
A boom in the purchase of Lancashire cotton mills which has continued during the past month is largely attributed to speculative financial groups who anticipate abnormal profits in the cotton industry coming in three or four years and who are interested in refloating the companies at increased valuations. It is generally understood that three main groups are concerned in the new purchases, wherein over four millions sterling have changed hands, including three millions in the Oldham district alone.

SILVER.

LONDON, Sept. 5.
Silver is quoted 61-58 1/2. The tone of the market is uncertain.

CHEATING THE POST OFFICE.

Two Chinese, who arrived in the Colony on Thursday on the s.s. "Haiphong" were charged with having brought letters to the Colony—one had 17 to various addresses in the Colony and the other had 148 addressed to people in Hongkong and in Saigon.

Both said they were complete strangers to the Colony. Friends in Swatow asked them to bring the letters and they acquiesced. The second man said that he was on his way to Saigon.

The Magistrate imposed fines of \$25 and \$50 respectively.

HOLYOAK AND EDE.

At the London Offices of the Union Insurance Society of Canton, Ltd., on July 4, a handsome presentation of silver plate was made to Mr. H. C. Saunders on his retirement from the "underwriting" chair. The presentation was made by Mr. H. F. Holyoak, the chairman of the board of the directors at the head office in Hongkong, who was accompanied by Mr. C. Montague Ede, the general manager of the society, who is also on a visit to London. There were also present the chairman and members of the London committee and members of the staff.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

THE ARMENIANS.

LONDON, September 3rd.
Responsible authorities in Armenia continue to emphasise the exceedingly grave situation that must follow the withdrawal of British troops.
There are concisive indications that as soon as the withdrawal occurs, the Armenians will be attacked from the east, south, and west, by the Tartars, Kurds and Turks, who are likely to form a combined force under Turkish officers.
The Kurds and Tartars are already moving towards Erivan, the Armenian capital, in readiness to strike when the Armenians are left defenceless.

DIPLOMATIC JOBS.

LONDON, September 3rd.
The following diplomatic appointments have been made:—
The Rt. Hon. Sir George William Buchanan, recently Ambassador at Petrograd, to be Ambassador at Rome.
Sir Esme Williams, Howard, Envoy Extraordinary and Minister Plenipotentiary in Sweden, to be Ambassador at Madrid.
Sir Charles Alban Young, Envoy Extraordinary and Minister Plenipotentiary to the Republic of Guatemala, Honduras, Nicaragua and Salvador, to be Minister to Serbia.
Sir Ronald William Graham, Assistant Under Secretary of the Foreign Office, to be Minister to Holland.
Sir Horace George Monagu Rumbold, British Minister to Switzerland, to be Minister to Poland.
The Hon. Theophilus William Odo Villiers Russell, Diplomatic Secretary to the Secretary of State for Foreign Affairs, to be Minister to Switzerland.
Mr. Colville Adrian de Rone Barclay, Councillor of the Embassy at Washington, to be Minister to Sweden.
Lord Acton, Consul General at Zurich, to be Minister to Finland.
Sir George Basil Clerk, Acting Counsellor of the Embassy at Constantinople, to be British Minister to Czechoslovakia.

A FALSE RUMOUR.

LONDON, September 3rd.
A careful search by the Customs, Police and Military authorities on the Hampshire coast, which was recently arrested on the high seas and taken to Cork, under the suspicion of carrying arms, has, up to the present, not revealed anything contraband.

GERMAN DYES AGAIN.

WASHINGTON, September 3rd.
The War Trade Board has issued an order allowing the importation of a six months' supply of dyes from Germany for American manufacturers.

OUR PRINCE.

MONTREAL, September 3rd.
The Prince of Wales, with the Mayor, motored through 40 miles of decorated streets in the City and environs, amid waving of flags, hand-clapping, cheering and bell-ringing. They traversed the poorest as well as the richest quarters. It was one long, cheerful festival.

FRANCE NOW SAFE.

PARIS, September 3rd.
In the Chamber, when the Peace Treaty was being discussed, M. Tardieu disclosed the fact that France, in February last, proposed that Germany's geographical frontier be taken on the Rhine.
He said that President Wilson and Mr. Lloyd George recognised the justice of this request, but instead of granting France occupation of the left bank of the Rhine, they promised immediate help in the event of German aggression.
France appreciated this offer, which was unique in history. M. Tardieu expressed the opinion that the British Army—if its services were required—would not arrive too late, as the German Army would be unable to conceal its preparations.
M. Tardieu dwelt on the prodigious strength of Great Britain and her admirable Dominions, as well as of the United States. He concluded by emphasising that France had no designs on hegemony.

SILVER.

LONDON, September 2nd.
Silver is quoted at 61d. spot and 58d. forward. The market is firm, with buyers.

NAVAL ECONOMIES.

LONDON, September 3rd.
The Daily Mail forecasts Mr. Walter Long's reductions in the Navy. It says that he will probably try to reduce the expenditure to £70,000,000 which is reckoned equivalent to the pre-war expenditure of £84,000,000 at present prices. The personnel will probably be reduced to pre-war numbers, but the greatest saving will be in ships. Only the battleships, battle-cruisers, light cruisers, destroyers and submarines will be retained. All the others will be ruthlessly scrapped. No new ships will be built in the immediate future. Hence, there will be fewer ships than before the war, but all will have greater speed and gun power.
No Admiralty Dockyards will be closed, as there are vast arrears of repairs, and the yards will be kept ready for any building emergency.

THE AUSTRIANS HAVE IT.

PARIS, September 3rd.
The revised Peace Treaty was handed over to the Austrians, today, without ceremony, by M. Dutasta, the Secretary General of the Peace Conference, in the historic Louis XIV. Hall of the Henry IV. Pavilion at St. Germain.
Dr. Renner left later for Vienna, where the National Assembly discusses the Treaty on Saturday or Sunday.

BUSINESS NOTICES

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AND
OUTFITTER.

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HONGKONG.

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And this will happen no matter how hard or how softly you strike the keys.
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Tel. 345.

TEL. 644. TEL. 644.

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SPORTS COATS
IN ALL SHADES.
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QUALITY.—VARIETY.—PERFECTION.

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Hongkong.

G. P. LAMBERT.

AUCTIONEER, APPRAISER
AND SURVIVOR
Public Auctions.

The undersigned has received instructions to sell by Public Auction.

WEDNESDAY, Sept 10, 1919,
commencing at 2.30 p.m.,
at his Sales Room, Duddell Street.A Quantity of
Valuable Household Furniture,
Comprising:—Teak hatstand with bevelled mirror,
Drawing room suit, leather covered
couch, armchairs and chairs, Lady's
desks, Bookcase, Electric ceiling fans
and table lamps, Carpet, Pictures and
Engravings, Brass and Bronze ornaments,
etc., etc.Teak sideboard with bevelled mirror,
teak dining tables and chairs, Dinner
waggon, Glass cabinets, tea tables,
Dinner and Dessert services, Glass and
Cutlery ware,
etc., etc.Double brass mounted iron bedsteads,
teak bedsteads, Teak wardrobes,
Chests of drawers, Dressing table with
bevelled mirror, Marble top washstands,
etc., etc.Also
A few pieces of Blackwood ware.

And

1 Grand Piano by "John Broadwood
& Son".1 Cottage Piano by "W. Robinson
& Co." (in fine condition)

1 Remington Typewriter No. 10.

1 Oliver Typewriter No. 5.

And

1 12 Bore Double Brevelled Gun, by
Wilkinson, London, with Leather
case.

Terms:—Cash on delivery.

Catalogues will be issued.

On view from Tuesday the 9th inst.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, September 4, 1919.

INTIMATIONS.

HONGKONG CLUB.

NOTICE

AN EXTRAORDINARY GENERAL
MEETING of the Members of the
Hongkong Club, will be held in the
CLUB HOUSE, on MONDAY, the 8th
September, 1919, at 8.30 p.m.
BUSINESS.—As posted in the Hall
of the Club.By Order,
E. DES VREUX,
Secretary.

Hongkong, August 27, 1919.

G. R.

IN THE MATTER of the
Trading with the Enemy
Ordinance, 1914 to 1919.THE Custodian of Enemy Property,
Hongkong, has for sale by Private
Tender the following number of shares
in the undertaking of the Hongkong
and Whampoa Dock Company Limited,
namely, 290 (Two hundred and ninety)
Ordinary shares in respect of the capital
of the said Company as existing prior
to its increase in 1915 and 57 (Fifty
seven) Ordinary shares (being the rights
in respect of the said 290 shares) in
respect of the capital of the said Com-
pany as increased in 1915.Tenders for the above will be received
up to and including the 10th day of
September, 1919.Particulars, Forms of Tender and
Conditions may be obtained from the
Custodian of Enemy Property, Hong-
kong, at the Treasury, Hongkong, or
from Messrs. Messers, Lockes, Duggan
and Harston, Solicitors, 1 Des Vaux
Road, Central, Hongkong.By Order,
C. McI. MESSER,
Custodian of Enemy Property,
Hongkong.

Hongkong, August 15, 1919.

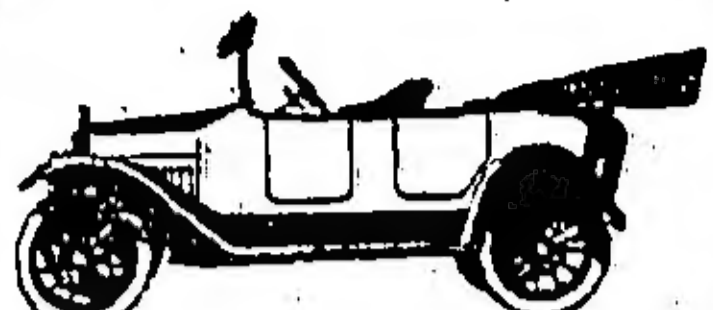
G. R.

NOTICE

ALL PERSONS with the exception
of those of Chinese race desiring to
leave the Colony for places other than
Canton, West River, or Macao should
apply in person for permission to do so
at the PASS OFFICE, Post Office
Building between the hours of 9 A.M.
to 1 P.M. and 2 P.M. to 4 P.M. daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms of
Registration cards and the particulars
required may be obtained at the G.E.O.
and at all Police Stations.The Penalty for non-compliance is a
fine not exceeding \$50.
E. D. O. WOLFE,
Captain Superintendent of Police.

INTIMATIONS

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Sole distributors of
MAXWELL CARS.Automobiles for Hire
and for Sale
at reasonable Prices.Phone 2500.
65 Des Vaux Road
Central.代理泰豐
The Natural Milk Food for Infants,
Invalids and Nursing Mothers.
We have just received a large consignment

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DAIRY FARM NEWS.

KIPPER3! KIPPER3!

JUST RECEIVED

A New Shipment direct from
Scotland.

65 cents per lb.

WE ARE

GIVING AWAY FREE

LAST YEAR

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NEW SEASON SEEDS

-EXPECTED SHORTLY.

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Every kind of Footwear

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Hongkong, March 20, 1914.

MESSAGE HALL.

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OBTAINABLE AT ALL STORES.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

DIVORCE PROCEDURE.

VOLUNTARY SERVICE FOR "POOR
PERSON" CASES.

HIGHER LAW COSTS.

An important pronouncement on
divorce procedure in cases under the
Poor Persons Regulations was made
by the retiring president at the an-
nual general meeting of the Law
Society. He pointed out that
neglect of duty by certain solicitors
who took up these cases for the sake
of the three-eighths allowance of
profit costs had involved inquiries before
the Discipline Committee of the
Society, and that a Government
Committee was sitting on which the
Council was represented. He sug-
gested that a solution of the diffi-
culties would be found along the lines
of reduction of the expenses allow-
ance, enrichment of a large body of
professional workers for voluntary
service, and relaxation of provincial
cases to some form of local tribunal.
Failing the organization of voluntary
service, there was danger of poor
persons' proceedings being relegated to
a Government Department.

POOR PERSONS' DIVORCE.

The Chairman, in moving the
adoption of the report, said that some
of them were, no doubt, aware of the
poor persons' regulations, and these
had come into prominence through
the enormous increase of poor per-
sons' divorce cases. Out of this,
and out of a practice by which a per-
centage of three-eighths of the profit
costs were allowed for expenses, a
scandal had arisen. Certain solici-
tors took up these cases for the sake
of the percentage, and some had
systematically neglected their duty
to a degree which had involved in-
quiries before the Discipline Com-
mittee. A Government Committee
was sitting, on which the Council
was represented, and the solution of
the difficulties involved, in his judg-
ment—(1) A drastic reduction of the
expenses allowance, so that the
spirit of the poor persons' regulations
—which was legal assistance without
profit—should be preserved; (2) The
employment of a large body of pro-
fessional workers to provide the volun-
tary service; and (3) the relaxation of
provincial divorce cases to some
form of local tribunal. But the
point he wished to urge was the duty
and the need of organizing voluntary
help in London. In the large pro-
vincial towns this had been done and
provided, and the could not believe
that when once the necessity was
grasped London would allow the
provinces to lead in this direction.
If this voluntary help were not forth-
coming there was grave danger of
the poor persons' proceedings being
handed over to a Government de-
partment—a step injurious to the
reputation, if not to the interests,
of their profession.The report was unanimously
adopted.Sir Walter Fowler moved a resolu-
tion, the effect of which is to throw
open the solicitors' practices and
costs to women.Mr. J. W. Reid opposed the
motion. He said there were certain
professions for which women were
not fitted, such as the Navy and
Army. To a certain extent solicitors
belonged to a fighting profession.
He asked if there was any consid-
erable number of women in England
who wanted to be advised by women
in regard to the law.The resolution was agreed to.
Sir Kingsley Wood moved that it
was desirable that at an early date
the valuable and ancient rights of
litigants to trial by jury, which were
suspended by the Juries Act, 1918,
should be restored to them. One of
the best theories of English law, he
said, was that a man should have his
case submitted to the judgment of
his fellows.Mr. E. A. Bell, who opposed the
motion, said a jury was a proper tri-
bunal to try cases of fraud, defama-
tion, and crime, but cases which
required the expert knowledge of a
well-balanced mind should be tried
by the Judge alone.The motion was carried by 30 votes
to 21."UNDIGNIFIED" COSTING.
A motion by Mr. E. A. Bell re-
commending to the Law Committee
an amendment of a regulation to
provide for the assessment of costs
at a gross sum without the necessity
of delivering an itemized bill of costs
was lost by 21 votes to 12.Mr. Henry Anderson moved the
following resolution:—"That, hav-
ing regard to (a) the enhanced cost
of all office expenditure and personal
and family maintenance; (b) the de-
preciated value of the currency and
burdensome taxation; and (c) the
increases of salaries and wages of all
classes of the people, this meeting
desires the Council to take all pro-
per and necessary steps without de-
lay to obtain permanent adequate
increases of remuneration for all pro-
fessional services rendered."The Society were increasing the
salaries of their own staff 50 per
cent., and the staffs of municipali-
ties were being increased to a greater
extent, while solicitors were allowed
only a 20 per cent. increase of 1910.
He pointed out the unfortu-
nate position of the solicitor's clerk
as compared with shop assistants and
artisans, and appealed to the Coun-
cil to take the wide question in
hand.The Chairman said it might
shorten the discussion if he stated
that the Council were entirely in
sympathy with the resolution.Mr. H. W. Carter, in support-
ing the resolution, requested the Council
to consider the question of bringing
a Bill into Parliament with the view
of altering the scale. He further
urged the Council to get the support

THE OPIUM TRALE

AN ACCOUNT OF SHANGHAI'S
SMUGGLING.Lloyd's Weekly contains an in-
teresting article on the traffic in
opium. In the course thereof the
writer has the following remarks to
make:—Shall I proceed to lift the veil on
the opium trade as it is carried on
to-day, here, in Shanghai—under the
very noses of the police authorities?
How are these for facts, for the
Shanghai public, to meditate over
and inwardly digest?On Saturday last, just when the
grey dawn was breaking, 21 gunny
bags full of opium were landed on
the French Bund, and these bags
were closely guarded. I can tell
you the names of the ships on the
Pootung side from which the opium
was brought.There is being sold every month
of this year, in the French Conces-
sion and in the International Settle-
ment, smuggled opium which brings
in 3,500,000 taels, and the expenses
incurred amount to about 112,000
taels a month.There are many "common law-
yers"—known to a large number of
Chinese throughout the Settlements
—who used, not long ago, to go
about in straw shoes and bearing
every evidence of indigence. To-
day they strut the Settlements in
their silken gowns, footwear of the
best. They are men who are worth
anything from \$20,000 to
\$30,000.There is fairly good proof to be
had that no less than 7,000 lb. of
opium is being smuggled into Shang-
hai nearly every day—week in, week
out, and while the sale of it means
about 100,000 dollars changing hands
here every day, in the interior
(where the bulk of it is readily sold)
the figure runs to double that
amount.There is more than one street in
the French Settlement where the
opium can be purchased. At times
it is like a fair. You are asked if
you want this "mark," or "this
one," the opium being produced.
It is kept in safe hiding. When the
police come on the scene they find
very little. The guards are wary and
lynx-eyed.of trade unions, such as the Manu-
facturing Union, in pushing the Bill
forward. If they had a big trade
union backing something might be
achieved. They wanted something
more than 20 per cent. on taxal
costs.In the course of further discussion
it was stated that solicitors would not
be satisfied with anything less than
100 per cent. increase.
The resolution was carried un-
animously.

NOTICES.

G. FALCONER & CO., LTD.

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Agents for:—ADMIRALTY CHARTS,
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BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

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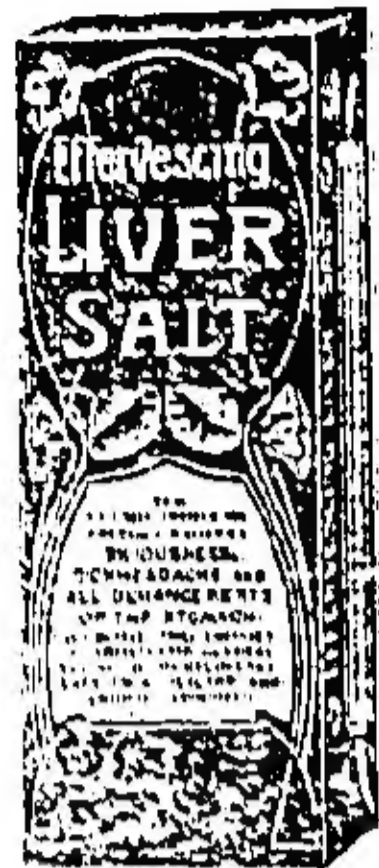
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The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, SEPT. 5, 1919.

HEAR SMUTS

Some of us remember the low way in which the Press and the public used to refer to the Boers during the Transvaal War. In war it is always like that. Passion usurps the seat of reason, and truth is drowned at the bottom of her own well. The Boers were said to be "dirty," they were said to be "abuse the white flag" in a treacherous way, they were called "cowardly" and they were even accused of mutilating and otherwise ill-treating prisoners. In fact, the only limit to what was said of them was the power of imagination available. War always seems to produce such phenomena.

The other day all the papers were saying splendid things about Botha, after he died, and the praise could not reach him. It occurs to us that such things should be said of living men who deserve them. At the graveside of Botha, his life-long friend General Smuts made a eulogistic oration. This reminds us that the Press has been very silent as a whole about General Smuts, who is an even greater man than Botha was. Smuts is a finer character, a greater statesman, than any other in the Empire. The things that can fairly be urged against Woodrow Wilson of America, that he is too academic, etc., cannot be used against Smuts. When Smuts dies, the papers will praise him as they did Botha. Real appreciation would not be content to wait for that. Let us dwell a little while on a farewell address he wrote when leaving England last July. Let us ponder what he said in view of the appreciation we intend to pay him when he can address us no more, and with an eye to his achievements.

"My own case," he said, "is a striking instance of how the enemy of today may be the friend and comrade of tomorrow, and must in these difficult days make all of us realise how important it is to practice moderation and restraint in the expression of our feelings towards those who were yesterday our bitter enemies."

It is Smuts, remember, not the *China Mail*, who is talking. After that modest preamble—for he was as valiant for as he was against us—he went on:

"The fundamental significance of the war has been the victory of the spirit, of the moral over the material factors of life. Germany had entered upon a vast venture in materialism, and had constructed the most tremendous ma-

chinal apparatus of victory which the world had ever seen. But the neglected moral factors, the public opinion of mankind, the outraged conscience of the nations in the end avenged themselves and inflicted the most signal defeat on the forces of scientific materialism.

Spirit has triumphed, the apparently weak moral elements which constitute the motive forces of human progress have been vindicated in a way which will make this war one of the most significant landmarks in human history. The victory has been not to the strong, but to the finer, more generous elements in human nature. The great ideals of progress have won through; that is the real and abiding significance of this war and its tremendous conclusion.

If that is so, then this war should leave no lasting bitterness behind it in the minds of the peoples. The baser elements of human nature have been defeated in the enemy; they should not re-establish themselves in the victors. The tremendous spiritual *elan*, the explanation of the ideal which carried us through the great struggle, should not now make way for barren hatreds, abject fears, base greeds.

Now more than ever should the banner of the spirit be borne aloft by all of us, as at once the symbol and secret of victory. *In hoc signo vinces*. The ethical human factors have vindicated themselves in a way which is little short of miraculous. It is, therefore, most right and proper that we should practise the great Christian qualities of mercy, pity, and forgiveness, which constitute the very essence and differentials of our religion.

The "baser elements" of the enemy have been defeated; they should not re-establish themselves in ourselves. Should this not make us squirm, and blush, those of us who have persisted in the hymn of hate and want to keep on with it for years yet? From any sanctimonious, obscure person we could not, would not, bear such a reproach; but this is from General Smuts, a man who did more than his bit, a hero we look up to and must respect, a practical warrior and statesman.

With regard to Russia, these were his words, the words of General Smuts—whom one day you will praise as you praised Botha.

"I am seriously doubtful about the sort of policy which we seem to be pursuing there. Russia can only be saved internally by Russians themselves, working on Russian methods and ideas. She is a case of national pathology, of a people with a sick soul, and only Russian ideas could work a cure. Our military forces, our lavish contributions of tanks and other war material may temporarily bolster up the one side, but the real magnitude of the problem is quite beyond such expedients.

Leave Russia alone, remove the blockade, adopt a policy of friendly neutrality and Gallic-like impartiality to all factions.

It may well be that the only ultimate hope for Russia is a sobered, purified, Soviet system, and that may be far better than the Tsarism to which our present policy seems inevitably tending. If we have to appear on the Russian scene at all, let it be as impartial, benevolent friends and helpers and not as military or political partisans. Be patient with sick Russia, give her time and sympathy, and await the results of her convalescence.

With like restraint and like wisdom this great and good man (happily not yet dead) dealt with other problems before us, and went on:

"What matters is the spirit in which we approach the situation facing us. And the spirit I am pleading for is that of openness of mind and willingness to learn and to try new methods—a spirit of humility in face of unexampled difficulties and a spirit of humanity and generosity in all relations of life, and a spirit of human fellowship and comradeship in the service of the great saving ideals of humanity.

In a word, I see salvation for us and the world only in a more human spirit and outlook all round. What is the good of all the wealth and comfort and glamour of the Victorian Age when the next two decades bring us to the graves of ten million young men slain because of the basest passions of greed and domination which lurked below the smiling surface of that age? The game is not worth the candle, and we should rather welcome the new and difficult times on which we are now entering.

For, doubt it not that we are at the beginning of a new century. The old world is dying around us; let it also die in us. Once more in the history of the human race we hear the great creative spirit utter those tremendous words, "Behold, I make all things new." Old ideas of wealth, of property, of class and social relations, of international relations, of moral and spiritual values are rapidly changing. The old political formulas sound hollow, the old landmarks by which we used to steer are disappearing beneath a great flood. The furnace through which we have passed has melted the hard crust of our life, and the old fixities and certainties are fluid once more.

Let us work for a better, happier world to arise from this fluid mass. Let us move forward with courage and in faith and let us not fall back into the hopeless enmities, the sterile and blasting bitternesses of the past. Among the nations of the world this great century has in the past enjoyed the most splendid reputation for political wisdom, generosity, and magnanimity. Let this mighty Empire in this great hour of victory and at the zenith of its power win a great moral victory, so that the ideals which have shaped the destiny of our great commonwealth of nations may become the common heritage of the League of Nations and of Europe.

If those words could but have been solemnly read aloud by the Governor at a recent Legislative Council, one wonders what effect they might have had. Try the effect yourself in your family circle, reading slowly, letting the thoughts shine through the phrases.

"The old world is dying around us; let it also die in us." Strange, how much the papers have to say about French and Haig, and how little of this living warrior-prophet, this inspired servant of God and of man.

COSMOPOLITANISM.

Mr. J. A. Seddon, M.P. fears that the spread of the American cinema picture in Britain will promote cosmopolitanism. Here are his words:

The peaceful penetration into the British film industry by people of other countries would be more effective for the destruction of our national life and ideals than was generally imagined, and to allow this great agency for public education to fall into the hands of another country with other ideals would tend to make the people forget they were Englishmen and women, and they would become international.

Would that be such a bad thing? Is nationalism an ingredient of progress? Is it not rather a reactionary influence?

Kipling is very scornful about the internationally minded man, and calls him a "cosmopolite." Burns wished to see "man to man the wide world over" as brothers, yet the Scots are intensely national. Shakespeare, the most internationally minded poet of them all, is intensely English sometimes, a fragment of his writing are used as mottoes by "insular" minded patriots. Is nationalism a good thing? President Wilson seems to think it is, with his sympathy for small nations, and his devotion to "self-determination." Englishmen are usually sure of it, and scornful of the dead-souled man who never to himself had said "This is my own, my native land." Yet the United Kingdom contains at least four nations, not counting the Cornishmen; for whom all the rest are "foreigners," and not counting the Jews, who are jealously national, and still regard themselves as the conquerors of England and the successful foes of France. Moreover,

the Englishman devoted to nationalism as against internationalism looks askance at the Irishman who is the most intensely national of the family. If nationalism (as against internationalism or cosmopolitanism) is a good thing, the Irish ambition should be deemed praiseworthy and encouraged. Nay, more. Should we not be logical, and work for a restoration of the Heptarchy? There is still a strangeness between the Man of Kent and the East Anglian, the West Countryman and the Yorkshireman. If nationalism is a spirit to be conserved and promoted, the present writer may yet be privileged to lead the happy life of his Border ancestors, who on wet Sundays used to say "Let's go out and kill a Scotsman." If, on the other hand, internationalism—which gave us the United Kingdom and eventually the Empire—spells progress, its logical extension must be encouraged, *maskee* Mr. Seddon M.P., who is a Lancashire lecturer and Labour M.P. who began his career as a grocer's assistant and probably hasn't had time, even though "reading and gardening" are his hobbies, to digest the philosophy of the subject.

Seeing that nationalism is identical with a barbaric instinct (xenophobia—fear-hate of the stranger) and that internationalism (increasing aggregations and unities and miscegenation) has been the keynote of civilization, the problem is not very abstruse. Nationalism tends to produce wars; internationalism is a movement towards peace. A man who is fond of "reading and gardening," and a proletarian M.P. at that, no matter what his interest in the cinema business may be, must surely reconsider his position in this matter. The League of Nations is only a step towards the coming League of Humanity. If foreign cinema pictures are going to have the effect suggested, we say God bless them.

P. W. D. BRIBERY CASE.

Gentlemen of the jury. The *China Mail* asks you not to laugh at the "check" which may seem to be behind its disagreement with the Full Court in this case. The P. W. D. charges a man with accepting a bribe. It is admitted that the man is in such a subordinate position that he has no powers that are worth bribing. A highly intelligent Magistrate takes the view that there was no offence against the Bribery Ordinance, and discharges him. Thinking of the possible effect upon the subsequent conduct of P.W.D. servants, the Government protests. Acting for the Government (as an employer) and not for the Law, the police detain the man. To regularize the detention, another charge is made, that of obtaining money by false pretences. Gentlemen of the jury. What were those false pretences? His false pretence was that he was worth bribing. If guilty of that false pretence, then he wasn't guilty of bribery; and having been acquitted, on certain facts, of the charge of bribery, he should not have been charged again, on the same facts, of some other offence. Magistrate Smith was sound up to that point, where he granted bail on a charge that could not lawfully be made. Now, gentlemen of the jury, look at it this way. If (as the Full Court has decided) the man was guilty of taking a bribe, then he was certainly not guilty of the false pretence, and that second charge was an impertinence. We submit, gentlemen of the jury, that this is a case where the P.W.D. has had regard more to Expediency than to the Law, and we think that the Full Court has erred and that the unfortunate effect of its error is to support a Government Department's "expedient" pressure on a Court charged with the administration of pure justice. As on this view it is not so much a point of law as a matter of keeping Justice clear (which is more important even than a clean P.W.D. staff) you are competent to give your verdict. What say you?

THIS DOG HAS TWO LICENCES.

A Chinese, somewhat the worse for liquor, went up to a constable in Queen's Road Central, and said "This dog has two licences." The "dog" did not understand. He wanted to know if his countryman was drunk or only mad.

The Chinese resisted arrest and tried to drag the constable into a motor car close by.

This morning being in his right mind, he denied being concerned in the incident. He said the constable asked him for money; and because he did not give it to him, he was arrested.

SUICIDE.

Last night, shortly after 8 p.m., a young Chinese girl, fourteen years of age, jumped down from the second story of a Chinese dwelling house into the street. She was dead ten seconds later.

The story goes that she was a servant girl who had fallen in love with a young Chinese who frequented her mistress's house. Yesterday she tried to run away and join her lover, but her mistress caught her, and either thrashed her or was about to do so. Hence she took her own life.

LOCAL AND GENERAL.

To-day's dollar is worth 4-11/16d.

The s.s. "Talszema" (Capt. Lemos) cleared for Pakhoi yesterday with 70 tons of general cargo.

The s.s. "Chiksang" (Capt. Fung) which cleared for Haiphong yesterday took 150 tons of general cargo.

The s.s. "Faoing" (Capt. Ritchie) sailed for Canton at midnight yesterday with 1,800 tons of Wuhu rice.

The s.s. "Talingee" (Capt. Watanabe) cleared for Dairen at 6 p.m. yesterday with 1,100 tons of general cargo.

Major M. W. Buck, and Mr. K. Brashay, of Hongkong University, returned to the Colony yesterday on the s.s. "China."

The s.s. "Toyon Maru" (Capt. Shimazaki) which cleared for Yokohama at 4 p.m. yesterday took 60 tons of general cargo.

To-day's return of communicable disease shows two cases of enteric and 13 of gastro-enteritis. Five of the latter died.

The s.s. "Kaifong" (Capt. Mitchell) cleared for Haiphong yesterday with 300 tons of general cargo and six European passengers.

The s.s. "Taishung" (Capt. Westerlund) cleared for Shanghai yesterday with 1,200 tons of general cargo and one European passenger.

The death was announced, on July 21, of William Shearer Barclay, chief marine engineer, 54 Gibson Street, Hill head, Glasgow, late of Hongkong.

The s.s. "Haihong" (Capt. Evans) arrived from Swatow yesterday with 800 tons of general cargo and mails. She had on board 48 first class passengers.

A meeting of the Hongkong Cricket League is to be held on the 17th inst. at the Hongkong Cricket Club pavilion to make arrangements for the coming season.

The s.s. "Kanchow" (Capt. Cowan) arrived from Bangkok at 2.30 p.m. yesterday with 2,000 tons of general cargo, 2 European passengers and 5 bags of mails.

Owing to the illness of Miss O'Sullivan the wedding recently advertised to take place on Sunday next (Sept. 7) will be postponed until the following Sunday, (Sept. 14) at the same time and place.

The Bangkok Government Gazette of August 25 states that H.M. the King of Siam has conferred the 2nd Class of the Order of the Crown of Siam on Sir C. P. Chater, Consul-General for Siam at Hongkong.

A recent London Gazette announces that Lieutenant-Colonel H. M. D.S.O., R.G.A., recently commanding the Royal Artillery in this Command, and also for a time, General Staff Officer, retired on retired pay on May 31, 1910.

The public meeting to discuss Kowloon's needs cannot be held in St. Andrew's Church hall. The vestry decided last night, not to grant the application for the use of the hall. It was felt that in the absence of the Chaplain it was not a good precedent to establish. Other arrangements will probably be made.

A fire-engine, while out for a practice run yesterday evening at a speed estimated at between 20 and 30 miles an hour along Queen's Road Central, ran into and badly damaged a richia plant at the edge of the road near the Astor House Hotel. The richia was stationary, the last of a long queue.

A letter from Mr. de Reus, Consul-General for the Netherlands, informs the Shanghai Municipal Council that during his absence from Shanghai, Mr. J. Schuurman, Consul, will be in charge of the Consulate-General. On account of the illness of Mr. Schuurman, Her Netherlands Majesty's Minister at Peking has ordered Jonckheer J.W.C. Quarles van Ufford, a Secretary of Legation, to proceed to Shanghai and take charge temporarily of the Netherlands Consulate-General.

Extensive alterations are being carried out at the Hongkong Hotel. It has become increasingly evident during that past few months that the accommodation in the lounge is being severely taxed, and therefore Mr. Tiggart has decided to increase the accommodation by taking down the walls on two sides of the present smoking room, and converting that portion of the building into an attractive extension of the present lounge. The smoking-room is being moved to where, until recently, the public bar was placed. The entrance to the public bar from Des Voeux Road is being closed, and the entrance to the new smoking-room will be from the main corridor.

LOCAL AND GENERAL.

Mr. S. Kondoh is now the manager of the Bank of Taiwan Ltd., in place of Mr. N. Yanagita.

Up to August 19, the coal deliveries to France from the Ruhr region have exceeded a million tons.

The output of Honan anthracite coal by the Fu Chung Corporation for the month of July was 57,038 tons.

The s.s. "Yuetshang" (Capt. Ross) arrived from Swatow at 8 a.m. to-day with 300 tons of general cargo.

Mrs. and Miss Boanas are the only two passengers who sailed for Tientsin by the s.s. "Kueichow" at 6 a.m. to-day.

Consequent upon the weak tone of the London market, Japanese copper dropped from Y.50 to Y.59 per picul on August 14.

The Chaplain of the Dockyard (Rev. F. G. B. Hastings R.N.) would be glad of some gramophone records for the Royal Naval Hospital.

Owing to slackness in the bean trade it is said there are over a quarter of a million tons lying on the Dalny wharves, awaiting shipment.

The Chuka Cotton Spinning Company has been floated, with a capital of Y5,000,000. The company will establish its first mill at Nagoya.

An engineer of the British steamer "Milner," at anchor near the Asiatic Petroleum Co.'s wharf, Newchwang, was drowned there on August 15.

Upwards of 25,000 bags of Shanghai flour destined for Manila was shipped on the P.M.S. Co.'s s.s. "Venezuela," which sailed for Manila on August 23.

The historic transport "River Clyde" has been saved from the beach at Gallipoli, and, it is stated, is to be taken to England and shown on the Thames.

In the Tarakan oil field, Batavia, a new well has been discovered with a production of 600 tons daily by which the total production of the field becomes 2,100 tons.

The N.Y.K. s.s. "Fushimi Maru" reported by wireless on August 3 that she was returning to Victoria, B.C., with a cylinder head cracked and steering gear disabled.

The N.Y.K., the O.S.K., and the T.K.K. which raised their American steamer freight conjointly to G.813 per ton recently, propose to lift the freight further to G.815.

The Nippon Steel Works at Muroran declared a dividend of 15 per cent. per annum for the past six months at a semi-annual meeting of shareholders which was held on August 14.

The German destroyer, U.Z. 21, after secretly leaving Kiel, arrived at Gothenburg recently. The captain said that he and his crew intended to work their passage across to South America.

A concern called the Nobi Hydro-Electric Company is in the course of formation. It is to be capitalised at Y5,000,000 and will produce current, utilizing the water of the Ibigawa.

The s.s. "Monteagle," "Empress of Japan," "Empress of Russia" and the "Empress of Asia" will not call at Shanghai on their way from Hongkong to Vancouver until the quarantine regulations have been lifted.

At Washington on August 19, the Shipping Board announced the delivery to it of 30 vessels in the week ending August 9, thus giving a total production since the war of 1,227 vessels of a gross tonnage of 6,542,270.

H.M.S. "Sphinx" was sold by auction in Calcutta, recently, for Rs. 1,100,000. The vessel is of 1,230 tons and had been in Eastern waters for more than a quarter of a century, especially for prevention of gun running in the Persian Gulf.

The Ford Motor Company is now turning out 3,000 cars a day and yet, on April 24, it had unfilled orders for 69,594 cars for immediate shipment. Similar conditions exist in many of the other large factories in the U.S.

The s.s. "China" (Captain Dunning) arrived from San Francisco via Shanghai at 12.59 p.m. yesterday with 1,459 tons of general cargo and 200 bags of mails. She had on board 105 first class passengers.

Amongst those who arrived from Yokohama on the s.s. "Kamo Maru" this morning are: Mr. R. J. Birbeck, Headmaster, English School for Indians; Mr. D. V. Edwards and Mrs. E. J. Edwards wife of the Headmaster of the Kowloon British School.

SPECIAL CABLE.

[China Mail Special]

THE "HONGWAN" IN A COLLISION.

SINGAPORE, Sept. 4.

The s.s. "Hongwan" from Hongkong leaving the Harbour to-day, collided with the "Kuala" which was alongside the wharf. The "Kuala" was damaged above the water-line.

BIG HAUL OF AMMUNITION.

REVOLUTION STUFF.

Sergt. Appleton charged an old Chinese yesterday, before Mr. N. L. Smith, with unlawful possession of 1939 rounds of ammunition.

The defendant was arrested on board the s.s. "China" which arrived in Hongkong on Thursday. The ammunition was, cleverly honey-combed into the sides of two boxes; and the Police only suspected something contraband because of the great weight of the boxes.

Mr. F. X. d'Almada, for the defendant, said that his defence was that the defendant had been away from the Colony for 39 years and he knew nothing of the regulations. The defendant had purchased 500 rounds of ammunition and could not understand how the rest had got among his possessions.

Sergt. Appleton produced a pull-through; and said that it was also found among the defendant's possessions. The arms which he had no doubt the defendant was also carrying had somehow escaped the Police. The ammunition was sufficient to start a shop.

Mr. Smith asked what the defendant wanted so much ammunition for.

Mr. d'Almada said his client was taking it into the country. No doubt the presence of such a quantity of ammunition would help to quell a revolution in the country.

Mr. Smith.—Or start a revolution. Mr. d'Almada said he thought not. The defendant was fined \$250. The ammunition was confiscated.

AN INDIAN BULLY.

Complainant was a little Chinese boy, standing three feet high.

Defendant was a great big Indian, employed as watchman in the Chinese Y. M. C. A.

Sergt. Appleton said that there was a cinematograph show at the Y. M. C. A. on Thursday night. Many street urchins were watching at the windows; and the defendant drove them away with his stick. The complainant said that he was standing in the centre of the road and the watchman gave him a heavy blow with his stick. He (Sergt. Appleton) saw the mark which the stick left on the boy's buttocks.

Mr. Smith suggested that it was the defendant's business to drive the boys away.

Sergt. Appleton said he had no right to use violence. The boy was little and the blow might have done him serious injury.

The defendant denied striking the boy, who, he said, fell down and hurt his knee.

The urchin pulled down his trousers and exhibited a patch of plaster on his buttocks.

Sergt. Appleton suggested that it would meet the case if the defendant was warned.—If he was punished, all the street boys watching the case in Court would be encouraged. In previous cases of this sort, he had settled it by making the assailant give the boy 50 cents, but, in this instance, the defendant refused to compensate the boy at first, only agreeing to do so when he was charged.

The defendant was warned not to strike little boys again.

"COAL, CHICKENS OR LILIES."

Scene.—Police Court.

Time.—10.20 a.m.

What Happened.—Bleary eyed old woman charged with hawking, or stealing, or eating—it does not matter which—some lily-root, supposed to be a delicacy among certain classes of Chinese. Mr. Lindell wanted to know the quantity, and thus addressed P.S. A 128. "What was the quantity, Sergeant?"

P. S. A. 128 was not sure. "Was it coal, your Worship?"

Mr. Lindell.—"No."

P. S. A. 128.—"Then it must have been chickens?"

Mr. Lindell.—"No it was not even chickens."

P. S. A. 128, consulting his charge sheet.—"Then it was lily-root, your Worship. I don't know the quantity. I did not see the load."

Bleary eyed old lady was fined, but here the "chickens" began to make a noise, and our reporter could not hear how much.

NELLIE'S DIALOGUES NO. II.

GASTRO-ENTERITIS AND
ICE-CREAMS.

GOVERNMENT AND CHILD
LABOUR.

[By Boz.]

By appointment I met Nellie at Wiseman's Café last evening. She was looking sad. When I approached her there was no smile of welcome.

"What is the matter, Nellie?" I asked.

"Oh, nothing," she replied. "See what this new disease, this gastro-enteritis, has done. I am afraid to eat ice-cream for fear of catching the disease. I am afraid to drink food lemonade. I am afraid to eat fruit for fear it would be gotten inside, and you know very well how much I like ice-cream. I think it is extremely silly of these Sanitary Board people to give us all such a fright. Imagine eating ice-cream and then getting the disease. They have been eating ice-cream since I was a kid and I have not got gastro-enteritis, rheumatism, or any other such ills."

"But this does not apply to the café, Nellie, only to the street hawkers," I ventured to remark.

"Yes, but don't you know that school children have been buying ice-cream from street hawkers for a long long time and got they have not caught this wonderful disease. No, Boz, gastro-enteritis is not the result of eating ice-cream or drinking food lemonade, nor is it the result of eating fruit. Of course nobody who is sensible buys lemon fruit. The whole thing is that the Government doctors are at a loss how to account for the cause of the disease and jump to all sorts of conclusions, putting the fear of death into people. Just imagine the Chairman of the Board making a statement that the epidemic was due to contact at the *coupe* stations. People suffering from the disease, he is reported to have said, congregate with others at the station and the disease spreads. Yet his Medical Officer of Health says that the disease is an inflammation. How wonderful! Just like saying if you are suffering from a stomach-ache and you come into contact with people not suffering from stomach-ache you give them the ache. When the cerebro-spinal meningitis started the same old suggestions were made. An expert was brought in and before investigation could be made the epidemic subsided. What the *China Mail* said is right. It is the result of the poor getting too much food, where they once hardly had any. Their stomachs as a consequence cannot stand the strain and the disease is the result. If, as the M.O.H. has stated, the epidemic is subsiding why should all this fuss be made. How on earth ice-cream and food drinks could be responsible for this sickness I do not know; besides if the poor are hard put to obtain the necessary money to buy rice and other foodstuffs to sustain them, how can they, in all conscience, be expected to purchase ice-cream, food drinks, fruit and other luxuries? Then again, take the Bacteriological Institute. Why is it so important and parcel of the Sanitary Board? Why is it run as a separate institution, a Government institution? The Sanitary Board is expected to look after the sanitation and health of the city and the Bacteriological Institute must necessarily be an adjunct, be the operating theatre and the dissecting room. In Colombo, the Municipality has its own bacteriological institute where the origin of new diseases are traced, etc. But then, there is no comparison. Hongkong is living two decades behind the progressive Colonies."

"What about child labour and the Government?" I asked.

"As usual," replied Nellie. "The Government in a most remarkable and evasive reply has feigned sympathy. I use the word feigned because I cannot think of any other suitable word. In effect the letter says: 'We are in sympathy with the Board's resolution, but our hands are tied. The children go with their parents to the factories and assist them though not for any length of time.' But look at the reason adduced by the Government. 'We are unable to do anything in the matter till wider facilities for dealing with vernacular education have been mooted.'"

"Wider facilities," for school and when are these to be introduced, five years, ten years, or for the next generation. Children, the Government states, are compelled to go to work with their parents, as there is no one to look after them. They do not work much. How does the Government know? Has it sent out an expert to investigate? If it has sent out an expert, why not publish the man's findings? Cannot the Government set a large room in every factory for the children—give the girls a teacher who would teach them how to sew, and do other useful domestic jobs, while the boys can be trained how to keep their bodies clean and perfect by a physical instructor. There are so many things the Government can do, instead of waiting for vernacular educational facilities, but yet they only sympathise and like Mr. Asquith's famous dictum ask us all to 'wait and see.' What a policy for a progressive Government!"

"What is your opinion, Nellie, about the case of cruelty to a servant girl?"

"That," said Nellie, "I am ashamed to express an opinion for fear I would say something outrageous. It is a downright shame. Here's a poor little mite, not quite ten years of age, expected to boil a pot of rice and because she is unable to do it, her mistress picks up a piece of firewood and belabours her till the poor thing is black and blue all over. The most amazing thing is that the Police Commissioner condones the offence by stating that there was some provocation. Some provocation indeed! Because of their interference the woman goes scot-free. This is one of many cases occurring daily and proves the abject misery of the little child sold into slavery. She is a mere chattel in the hands of unscrupulous people, who treat her as they would a piece of furniture. When will the educated Chinese public rouse themselves and protest against this degradation of their own kind? The Government can do nothing in the matter. The question lies solely in the hands of the educated Chinese will they condone this sort of thing, or attempt to prevent it. China is trying to save herself from herself; the only road to salvation is the wholesale destruction of the laws which condone the buying and selling of children and the granting of the freedom to the young serfs whose life is made a hell on earth."

"There are other topics I would like to speak on, more especially the state of the road from the Naval Yard right down to the Wandai Police Station. What a job one gets when travelling in a rickshaw. Perhaps the D.P.W. will see to it. There was nothing much in this afternoon's meeting of the Council except that the Hon. C. G. fought for a principle. I heartily agree with the Hon. C. G. because I do not see why the Governor-in-Council should be given discretionary powers to do as he pleases. What is the certainty of having a Legislative Council if the members are not allowed to discuss matters dealing with public interest. Well, Boz, imagine what you can of this. I see many things the Government can do, instead of waiting for vernacular educational facilities, but yet they only sympathise and like Mr. Asquith's famous dictum ask us all to 'wait and see.' What a policy for a progressive Government!"

MARINE COURT.

BOATMEN FINED.

Referee Captain Basil Taylor, R.N., at the Marine Court, this morning, prosecuted two boatmen for unlawfully boarding the ship without the permission of the master or officer in charge on the 3rd inst.

The accused pleaded "not guilty."

Capt. Taylor said the ship was under way from the Quarantine Anchorage to the buoy on the 3rd inst., when a sampan which was loaded up with a lot of men came alongside. Witness told them to keep clear of the ship, but they persisted and looked on and those on board the sampan climbed on to the ship without witness's permission. Witness recognised the defendants as two of those who came on board together with others. "I arrested four of them myself," continued Capt. Taylor, "but one got away. Witness said that the licence number of the sampan was covered up."

The defendants pleaded that the ship was at anchor when they boarded it.

A fine of \$500 or two months' hard labour each was imposed.

Another man who was allowed out on bail of \$50 failed to appear in court and his bail was exonerated.

BOXING.

TEDDY NEAL WILLING TO FIGHT
KID DANDING.

We are informed that as the result of the challenge issued in the *China Mail* by "Fight Fan" on behalf of "Kid" Danding of America, Teddy Neal of H.M.S. "Tamar," while intimating for general information that he (Neal) and "Young English" are two different persons, has expressed his willingness to fight "Kid" Danding or anyone else in Hongkong in the Feather or Lightweight class. Perhaps, Promoter Wilkins will assist the services of Danding and Neal for his forthcoming boxing journey. Local boxing fans will also be anxious to see "Sky" Kerrison engaged in this first journey since the signing of Peace. It would also be advisable to stage one of two amateur fights. "Young" Maher our Amateur Light-weight champion has returned from the war fairly fit and we are sure he would be willing to defend his title if an opponent could be found for him.

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THE P.W.D. BRIBERY CASE.

APPEAL AGAINST THE MAGISTRATE'S DECISION UPHOLD.

At a sitting of the Full Court, this morning, the Puisne Judge being associated with the Chief Justice, the Attorney-General, the Hon. Mr. H. E. Pollock, K.C., appealed against the decision of the Magistrate in the P.W.D. "Bribery" case, on the ground that the decision was erroneous on a point of law.

No counsel appeared for the respondent, who has disappeared, extracting his bail of \$75 (which bail was for an amended charge, of obtaining money by false pretences).

The No. 1 coolie of the P.W.D. being a public servant, had taken \$5 from a boat builder of Shamshuipo on the understanding that he would expedite the issue of a permit for a piece of land which the boatman had applied for. The prosecution alleged that the money was taken with a view to influencing the coolie's conduct as a public servant. Mr. M. K. Lee, appearing for the defence, submitted that the man had no power which would be influenced by the receipt of the money. Mr. Smith, the Magistrate, agreed and discharged the man. The coolie was subsequently arrested on a charge of false pretences and was detained by the Police. Mr. G. H. Wakeman unsuccessfully applied for a rehearing on the ground that the decision was wrong on law and that it affected the whole of the subordinate civil service.

This morning, Mr. Pollock submitted that the Magistrate had misread the first part of the ordinance, "with a view to influencing his conduct" and imported into it the second part which was distinct, namely, "contrary to his duties as such public servant." The evidence, however, that the man had accepted "bribe."

The case was remitted back to the Magistrate, with the opinion of the Court that on the evidence placed before the Magistrate, the case came within the section of the Bribery Ordinance.

CLUB LUSITANO.

LAST NIGHT'S PIANOFORTE
RECITAL.

A very enjoyable evening was spent at the Lusitano Club last night when Professor Sklarevski, the talented Russian virtuoso, gave a pianoforte recital to a large and appreciative audience composed of the members of the Club and their families and friends. The programme which was promoted by Mr. Mario J. Danenberg, was under the patronage of the Portuguese Consul, Mr. E. M. V. R. de Souza who attended accompanied by Mrs. de Souza and the Misses de Souza. The programme which was a long one, included favourite selections from the works of such world famous composers as Beethoven, Chopin, Granados, Rubinstein, Boccherini and Liszt—all of which were interpreted in an original and masterly manner and evoked enthusiastic applause from the audience.

A FRIVOLOUS DIALOGUE.

[Contributed.]

Twinkle: Bit of a Frost, 'at our residence on Constitutional Reform, what?

Crinkle: Aw, I dunno. The editor hasn't got the cart right—he puts the cart before the horse, how law.

Twinkle: How fashion?

Crinkle: Well, fancy talking of co-operation with the vested interests. That suggests an interesting strain—wait. Might as well ask the police to co-operate with our armed robbers, and give and take in the interests of law and order.

Twinkle: Marriage is give and take. The wife does the giving, the husband the taking.

Crinkle: Giving him hell, eh?

Twinkle: You're impossible. Let's have one.

Crinkle: Right-o, dearyo.

HONGKONG DEFENCE CORPS.

Administrative Orders by Major G. H. Wakeman, V.D., Acting Administrative Commandant.

STRENGTH.

No. 625 Sapper W. J. Clark, Engineer Company, is permitted to resign, on leaving the Colony, dated 3rd September, 1919.

ADMINISTRATIVE COMMANDANT.

During the absence on leave of Major G. H. Wakeman, V.D. (from 6.9.19) Major J. H. W. Armstrong, V.L. will act as Administrative Commandant of the Corps.

TRAINING—INFANTRY BATTALION.

Sergeants over 50 years of age and other N.C.O.s and men between 40 and 45 years of age (those over 46 are exempted altogether) will be required to fire only Part 1 of the Annual General Musketry Course and attend the necessary preliminary Musketry drills in future. They will be required to attend no other parades. Any N.C.O. or man may fire the full Course voluntarily. Those wishing to do so are requested to send their names to their Platoon etc. Commanders.

N.C.O.s and men exempted as above will return arms ammunition to Store so soon as they have completed their Musketry Course. N.C.O.s and men over 46 must return their arms and ammunition to Store at once but if desirous of retaining their arms for practice may do so with the permission of their unit Commanders.

LEAVE OF ABSENCE.

Major G. H. Wakeman, V.D., is granted 6 weeks' leave from 6.9.19.

Gr. E. L. Rocha, Art. Co., is granted 12 months' leave from 5.9.19.

Gr. W. P. C. Trafford, Art. Co., is granted 7 months' leave from 4.9.19.

Pte. W. Schofield, "A" Co., is granted 10 months' leave from 15.9.19.

Pte. C. Edgcombe, "A" Co., is granted 3 months' leave from 1.9.19.

Pte. R. F. Mattingly, Signalling Section, is granted 3 months' leave from 4.9.19.

Members of the Corps may in future, except when they have been detailed for duty, proceed to Canton, Macao and West River ports for a period not exceeding seven days without obtaining leave of absence but, before departure, they must notify their unit Commanders in writing who in turn will notify the Adjutant. Leave of absence to other places than the above must be obtained as before.

EQUIPMENT BOARD.

The Board will sit at Headquarters from 5.30 to 6 p.m. on the following dates:—

Monday, 15th September.

Friday, 26th September.

Monday, 6th October.

Orders for Engineers Company by Captain R. Hall.

D.E.L. INSTRUCTIONAL CLASSES.

Recruits will parade for D.E.L. instruction under R.E. Instructors at Belchers at 9 p.m. on Wednesday, 10th September. These classes are obligatory for all who have not passed for the "Proficient" (1-7) rating. Officer on duty: Lieut. W. Brown.

Those who wish to attend classes for higher ratings are requested to send in their names early to the C.Q.M.S., Engineer Company Office, H.K.D.C. Headquarters.

Orders for Infantry Battalion by Major Wakeman, V.D., Officer Commanding.

ANNUAL MUSKETRY COURSE.

N.C.O.s and Men who wish to fire their Musketry Course at the Peak Range in the early morning instead of at King's Park in the afternoon are requested to send their names to the Adjutant.

"A" COMPANY.

Sunday, 7th September.—8.30 a.m. No. 1 Platoon at King's Park Range Annual Musketry Course, Part 1, Dress, Drill order with pouches.

Wednesday, 10th September.—5.15 p.m.—Nos. 1, 2, 3 and 4 Platoons (N.C.O.s and men who have not fired these Practices) at King's Park Range Annual Musketry Course, Part 1, Practices 1 and 2. Dress, Drill order with pouches.

Mounted Section.

Wednesday, 10th September.—5.15 p.m. At King's Park Range. Annual Musketry Course, Part 1, Practices

1 and 2. Dress, Drill order with pouches.

Signalling Section.

Wednesday, 10th September.—5.15 p.m. At King's Park Range (N.C.O.s and men who have not fired these Practices) Annual Musketry Course, Part 1, Practices 1 and 2. Dress, Drill order with pouches.

Orders for Cadet Company by Lieut. A. C. Dean.

PARADE—BATHING.

Launch will leave Black Pier on Wednesday, 10th September, at 5 p.m. and call at Kowloon 10 minutes later.

G. E. Stewart, Captain, Adjutant, H.K. Defence Corps.

THE SHANTUNG BUSINESS.

TWO RUMOURS EXPLOITELY DENIED BY THE VERY HIGHEST AUTHORITIES.

The Japanese Government officially denies that it traded off recognition of racial equality for Shantung. Nobody supposed she did. Diplomacy is not quite so raw as that. The racial equality business was left out because no such statement of abstract theory belongs in a treaty. Moreover, Japan needs no such formal recognition. Nobody disputes the competence of the Japanese, or the important position which they occupy in the world. Everybody knows that Japan did not ask for the clause for any abstract purpose, but for the exceedingly concrete purpose of bringing the questions of immigration and citizenship before the "league." And no nation would agree to that.

President Wilson also denies that he fixed up the Shantung deal. On the contrary, he states that he opposed it all he could, obviously, of course, because he thought it abominable. The difference between him and Japan was that Japan would not sign without the abominable thing in, and the President agreed to do the abominable thing rather than let Japan quit.

We in this country talk most about Shantung because we know most about it. Some of the European delimitations are quite as furiously contested, but the American people know almost nothing about them, and only those who have nothing else to do can find out. They are none of them agreements which this country will go to war over, either for enforcing or preventing. And we do not know what such responsibility may lead to. It is obvious that if trouble follows all regard us as the main reliance for sustaining what is agreed to because we are a great, rich, noble, generous and foolish Nation.

The people would be greatly pleased to see the draft of the covenant as drawn by President Wilson, and which did not go. It has been generally assumed in the world that he pretty much ran the congress. It begins to look as if he did not get his way about anything important. We trust that he kept a diary for the benefit of some future generation, even if we cannot get it. *San Francisco Chronicle.*

Mr. Oxberry, proprietor of the Palace Hotel, Kowloon, asks us to announce that there will be Dancing at the Hotel this evening commencing at 7.30. The String Band of the s.s. "Venezuela" will be in attendance.

The s.s. "Kamo Maru" (Capt. Nakamura) which arrived from Yokohama via Shanghai at 6.35 a.m. today brought a through cargo of 5,684 tons of copper, beans, oil, oak, lumber and starch and 31 tons of wine and cotton piece goods for Hongkong. She also brought 107 first class passengers and 114 bags of mails.

TO-DAY'S ADVERTISEMENT.

NOTICE.

OWING to the illness of Miss OSULLIVAN the Wedding which was advertised to take place on SUNDAY, September 7, has been POSTPONED until the following SUNDAY, September 14, at the same time and place.

Hongkong, September 5, 1919.

A GOOD SUGGESTION.

TRY Chamberlain's Tablets when bilious or constipated. You are certain to be much pleased with them. They are easy to take and pleasant in effect. For sale by All Chemists and Storekeepers.

NOTICES.

EVERY REQUIREMENT

FOR
BOXERS.

BOXING

GLOVES

FITTED WITH

PALM GRIPS

AND

PATENT LACING

WEIGHTS

4, 5, 6, 8 ozs.

PEAR SHAPE

AND

DOUBLE END

PUNCH BALLS.

MITTS

SWIVELS

Etc., Etc.,

SANDOW'S

DEVELOPERS AND GRIP DUMB BELLS.

INDIAN CLUBS

Electro Dumbbell

MEDICINE BALLS

SPECIAL TERMS TO CLUBS.

LANE, CRAWFORD & CO.

NEW COLUMBIA RECORDS.

A 5973 {Mr SINE ... One step

{THE MAN BEHIND THE HAMMER. "

A 6356 {FORGET ME NOT ... Waltz

{THE MAGIC OF YOUR EYES ...

6044 {I'LL THINK OF YOU ... Fox Trot

{THERE'S A SERVICE FLAG FLYING ... One step

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

18, DES VOEUX ROAD CENTRAL.

TEL. 1322.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS,

FEDERAL TRUCKS-FISK-TYRES,

HARLEY-DAVIDSON MOTORCYCLES, ARROW,

BRENNAN, JACOBSEN, METZ, RED WING,

ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE

Repairs of all descriptions under European supervision. Re-painting a specialty.

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THE COLONIAL DISPENSARY.

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BURGOYNES Pty., Ltd.

SPECIALLY SELECTED BURGUNDY.

WINE GROWERS TO

H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 1 doz. Quarts duty paid \$20.

2 doz. Pints \$21.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

WINE MERCHANTS,

18, QUEEN'S ROAD, CENTRAL.

THE LAST TWO NIGHTS.

"THE GLOBE TROTTERS"

ARE PRESENTING AN EXCELLENT BILL TO-NIGHT AT THE VICTORIA THEATRE WHICH YOU SHOULD NOT MISS.

ON SATURDAY-NIGHT, THEY ARE GIVING A 'AR WELL "PUT POKER" PROGRAMME.

OWING TO THE HIGH RATE OF EXCHANGE THE FOLLOWING PRICES WILL BE CHARGED: \$2, \$1 & 50 cts.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR
-- MARSEILLES & LONDON.

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"KASOYA"	10th September	15th October	24th October
"KATYA"	13th September	18th October	27th October

FOR BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"PUNERA"	7th Sept. at 4 p.m.	26th September

FOR CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"ABRAHAM APCAR"	9th Sept.	20th Oct.
"MOLO"	1st Oct.	26th Oct.

FOR SHANGHAI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
"KATYA"	26th Sept.	9th October

Wireless on all steamers.
For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to—
MACKINNON, MACKENZIE & CO.,
2, Des Voeux Road Central, HONGKONG.OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

SAILING ON 10th Sept. through Suez to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE.

For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

FOR JAPAN PORTS.

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FOR JAPAN PORTS.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO
SHANGHAI	SHANGHAI	Sept. 6, Daylight
SHANGHAI	SHANGHAI	Sept. 7, Daylight
SHANGHAI	SHANGHAI	Sept. 8, Daylight
SHANGHAI	SHANGHAI	Sept. 9, 11 a.m.
SHANGHAI	SHANGHAI	Sept. 9, at 3 p.m.
SHANGHAI	SHANGHAI	Sept. 10, Daylight

SHANGHAI LINE—PASSENGERS MAIL AND CARGO. Excellent
Saloon accommodation, Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Svatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO
SHANGHAI	HANGSANG	SATURDAY, Sept. 6, Daylight
HAIPHONG	HAIPHONG	SATURDAY, Sept. 6, at 8 a.m.
TIENSIN	TIENSIN	TUESDAY, Sept. 9, Daylight
SHANGHAI	SHANGHAI	TUESDAY, Sept. 9, at 3 p.m.
SHANGHAI	SHANGHAI	WEDNESDAY, Sept. 10, Daylight
SHANGHAI	SHANGHAI	WEDNESDAY, Sept. 10, at 3 p.m.
SHANGHAI	SHANGHAI	WEDNESDAY, Sept. 10, at 5 p.m.

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta
via Singapore and Penang.
Regularly from Calcutta steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.SHANGHAI LINE—Sailings approximately every two days between Canton and Shanghai,
occasionally calling at Svatow.
All steamers have excellent passenger accommodation, are fitted with Electric Lights
and Fans and carry a fully qualified Surgeon.HAIPHONG LINE—Sailings approximately every two days between Canton and Haiphong,
occasionally calling at Svatow.
All steamers have excellent passenger accommodation, are fitted with Electric Lights
and Fans and carry a fully qualified Surgeon.BORNBO LINE—Sailings approximately every two days between Hongkong and Bornbo,
occasionally calling at Svatow.
All steamers have excellent passenger accommodation, are fitted with Electric Lights
and Fans and carry a fully qualified Surgeon.TIENSIN LINE—A regular service is run from March to October between Hongkong and
Tiensin, calling at Weihaiwei and Chefoo.
Under British Government Protection. All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival at destination passports with their
Photographs and description, as required.

For Freight or Passage, apply to—

THE GENERAL MANAGERS
JARDINE, MATHESON & Co., Ltd.

Tel. No. 215.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

FOR SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"CITY OF SPokane" About September 22.

"SEATTLE SPIRIT" About October 24.

For PORTLAND direct.

"COAST" About October 2.

"WABAN" About October 11.

"WEST MOUNTAIN" About November 16.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong

"KOREA MARU" 20,000 10th September.

"NIPPON MARU" 12,000 25th September.

"PENYU MARU" 11,000 2nd October.

"SHIBUYA MARU" 30,000 11th October.

"SHINYO MARU" 22,000 28th October.

"PERIA MARU" 8,000 10th November.

[From Yokohama. *Omitting call at Shanghai.]

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, BALBOA,

CALLAO, ARIQUA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong

"ANYO MARU" 18,500 Sept. 10th.

"SHIRYO MARU" 14,000 Nov. 4th.

"MIYO MARU" 17,500 Jan. 6th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.
and the Pacific Mail Steamship Co.Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—T. DAIGO, MANAGER,
KING'S BUILDING.

Telephone Nos. 2374 and 2375.

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN L.I.N.

Monthly Service between

Kobe, India, Manila, Hongkong and San Francisco.

The steamers are all fitted throughout with electric light and have
accommodation for a limited number of saloon-passengers.

All steamers carry a fully qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the
United States of America and Canada.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN L.I.N.

General Managers,
York Buildings.

Telephone No. 1574.

SHIPPING

C. P. & S.
CANADIAN PACIFIC

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe and Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

Empress of Russia Sept. 5 Sept. 23

Empress of Asia Oct. 2 Oct. 20

Empress of Japan Oct. 15 Nov. 5

Monteagle Oct. 19 Nov. 13

Empress of Russia Oct. 30 Nov. 17

Empress of Asia Nov. 27 Dec. 15

Empress of Japan Dec. 10 Dec. 31

Empress of Russia Dec. 25 Jan. 12

Monteagle Jan. 1 Jan. 25

*Owing to Japanese Quarantine Regulations "Empress of
Russia", 4th September will not call at Shanghai.

Passage Rates Hongkong to United Kingdom.

EMPERESS OF RUSSIA EMPERESS OF JAPAN

16,500 Tons Reg. Gold 8,600 Tons Reg. Gold

16,500 Tons Reg. \$181 MONTEAGLE \$138

16,500 Tons Reg. \$181 MONTEAGLE \$138

Rates subject to change without notice.

Regulations for Passengers for Japan and Korea are being made.

For particulars regarding passage rates, sailings and transshipment of goods, apply to the General Manager, Canadian Pacific, 4th Floor, 40, Des Voeux Road Central, Hongkong.

J. H. WALLACE, General Agent.

HONGKONG.

CANADIAN PACIFIC

OCEAN SERVICES

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

HAIKONG Capt. J. W. Evans SATURDAY, 6th September at 4 p.m.

HAIKONG Capt. A. H. Stewart TUESDAY, 9th September at 1 p.m.

QUINNEBAUG Capt. Madine FRIDAY, 12th September at 1 p.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

CHINA MAIL S.S. CO., LTD

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" "NILE" "CHINA"

November 1st, 1919. October 1st, 1919. September 11th, 1919.

AN UNPARALLELED HIGH CLASS

PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Fraser's Buildings, Lee Hom Street, Tel. 1934.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE

TOWN, with transshipment at COLOMBO to Steamers of the INDIAN

AFRICAN LINE.

FROM HONGKONG: Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,

DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE

TOWN, calling at MAURITIUS en route and affording the Quickest Freight

Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For FREIGHT and PASSAGE apply to—

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG.

"TEENKAI" via Suez 11th September.

"EUYMEDON" via Suez 11th October.

"CITY OF NEWCASTLE" via Suez 17th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG

HONGKONG & CANTON REISS & CO., CANTON.

AMERICAN EXCHANGE.

APPRECIATION OF THE

DOLLAR.

The Manchester Guardian of July

22 said:

There was another fall in the

American exchange rate yesterday,

though not a heavy one. At present

the British sovereign is worth about

45 dollars in the United States, and

the Food Controller told us the other

day that his financial advisers

estimated that it might shortly de-

preciate to the even 4 dollars, or a

little over 16s. That, of course,

would mean that anything we had to

buy in the American market would

cost us 20 per cent. more than

formerly. At the beginning of March,

when it was controlled, the rate of

exchange was 47½ dollars to the

pound sterling. On March 21, just

after the control had been removed,

it had fallen to 45½ dollars, and, with

slight rallies now and then, it has

fallen fairly steadily since that date.

Nor, in the absence of important in-

SHIPPING

P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER SERVICES

TO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.
SAILINGS FOR

MARSEILLES AND LONDON

S.S.	Leave HONGKONG about	Due Marseilles about	Due London about
NAOYA KHIVA	10th September 23rd October	15th October 28th November	24th October 4th December

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave HONGKONG about	Due Bombay about
DUNERA	7th Sept. at 4 p.m.	26th Sept.

CALCUTTA via STRAITS and RANGOON.

S.S.	Leave HONGKONG about	Due Calcutta about
ARR. TONK, APCAR ITOLA	9th Sept. 1st Oct.	Due Calcutta about 30th Sept. 26th Oct.

SAILINGS ALSO TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave HONGKONG about	Due Yokohama about
KHIVA	23rd Sept.	9th October

Tickets Interchangeable.
P. & O. Australia Tickets are interchangeable with the New Zealand
Shipping Co. (via Panama) or by Orient Company.
Passengers may travel by P. & O. Company's steamers between Singapore and
Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m.
on Mondays and Thursdays. All claims must be presented within ten days of the
steamer's arrival here, after which date they cannot be recognised. No Claims will
be admitted after the goods have left the Godowns.

For further information, Messrs. Mackinnon, Mackenzie & Co., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Vaux Road Central, HONGKONG.
Agents.

E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.

Telephone No. 1116. 25, Wing Woo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai &
Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (Whitening Manila) Friday, 19th September, at 11 a.m.

KATORI MARU (Whitening Keelung) Tuesday, 14th October, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

FAMO MARU ... Friday, 4th September, at 8 p.m.

IYO MARU ... Friday, 19th September, at noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th September, at 11 a.m.

NIRO MARU ... Wednesday, 22nd October, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora,
San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU ... Early of September.

HWAN-WU ... Middle of September.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU ... Monday, 14th September.

TSURUGA MARU ... Tuesday, 30th September.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Sunday, 21st September, at 11 a.m.

ARI MARU ... Saturday, 18th October, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAGA MARU ... Thursday, 18th September, at 11 a.m.

YOKOHAMA MARU ... Thursday, 2nd October, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc).

WAKASA MARU (London, Antwerp & Rotterdam) ... End of September.

TSUYAMA MARU (Marseilles & Liverpool) Thursday, 2nd October.

DELAGOA MARU (London, Antwerp & Rotterdam) ... Middle of October.

TOYOOKA MARU (Marseilles & Liverpool) ... End of October.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 293 & 293.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done to this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 300 feet long.

Town Office: 45, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.

Shipyard: Shek-Sai-Po, Kowloon, HONGKONG. Telephone No. 8.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1912.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DEPARTED
San Francisco via Shanghai & Japan, &c.	Korea Maru	Toyo Kisen Kaisha	On 10th September.
San Francisco via Shanghai, Japan &c.	Nippon Maru	Toyo Kisen Kaisha	On 10th Sept.
San Francisco via Shanghai, Japan &c.	Veneruela	Pacific Mail S.S. Co.	On 10th Sept. at Noon.
San Francisco via Shanghai, Japan &c.	Equador	Pacific Mail S.S. Co.	On 8th Oct. at Noon.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 11th Sept.
San Francisco via Shanghai, Japan &c.	City of Spokane	The Admiral Line	On 1st October.
Seattle, Tacoma, Victoria & Vancouver.	Chicago Maru	Osaka Shosen Kaisha	About 12nd Sept.
Victoria, B.C., Seattle via S'hai, &c.	Fushimi Maru	Nippon Yusen Kaisha	On 12th Sept.
Vancouver via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Ld.	On 18th Sept. at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ld.	On 2nd October.
Manila, Cebu & Iloilo.	Tamagawa	Butterfield & Swire	On 10th October.
Australian Ports via Manila.	Tango Maru	Nippon Yusen Kaisha	On 9th Sept. at 3 p.m.
Australian Ports via Japan.	Anjo Maru	Toyo Kisen Kaisha	On 12th Sept.
Portland.	Coast	The Admiral Line	About 25th October.
Nagasaki, Kobe & Yokohama.	Nikto Maru	Nippon Yusen Kaisha	On 21st Sept. at 11 a.m.
Shanghai, Kobe & Yokohama.	Kaga Maru	Nippon Yusen Kaisha	On 18th Sept. at 11 a.m.
Shanghai	Hongkong	Jardine, Matheson & Co., Ltd.	On 8th Sept. D'light.
Shanghai	Sinking	Butterfield & Swire	On 8th Sept. D'light.
Shanghai	Sinking	Butterfield & Swire	On 8th Sept. D'light.
Straits & Calcutta	Namsang	Jardine, Matheson & Co., Ltd.	On 21st Sept. at 3 p.m.
Calcutta via Straits & Rangoon.	Yokohama Maru	Nippon Yusen Kaisha	On 11th Sept.
Singapore, Penang & Bussan-Deli.	Yan Wajiriki	Java-China-Japan Lija	On 11th Sept. at 9 a.m.
Taku via Swatow & Amoy	S'hai Maru	Osaka Shosen Kaisha	On 7th Sept. at 10 a.m.
Keelung via Swatow & Amoy	Kaijo Maru	Osaka Shosen Kaisha	On 6th Sept. at 4 p.m.
Swatow, Amoy & Foochow	Haihong	Douglas Leprik & Co.	On 15th Sept. at 3 p.m.
Manila	Yuenwang	Jardine, Matheson & Co., Ltd.	On 9th Sept.
Calcutta via Straits & Rangoon.	Hokuo Maru	Hokuo & Co., Ltd.	On 10th Sept.
Bombay & Colombo	Shima Maru	Osaka Shosen Kaisha	On 11th Sept.
London and Antwerp	Alai Maru	Osaka Shosen Kaisha	On 10th Sept.
London via Spore, Pang & C'bo &c.	Iyo Maru	Nippon Yusen Kaisha	On 18th Sept. at Noon.
Mauritius, Delagoa Bay, Durban	Taouma Maru	Osaka Shosen Kaisha	On 10th Sept.
Bombay, via Singapore, Malacca & Colombo	Nagoya	P. & O.-B.L. & A.L.	On 10th Sept.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.
KUMAKATA MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG.

BANGKOK

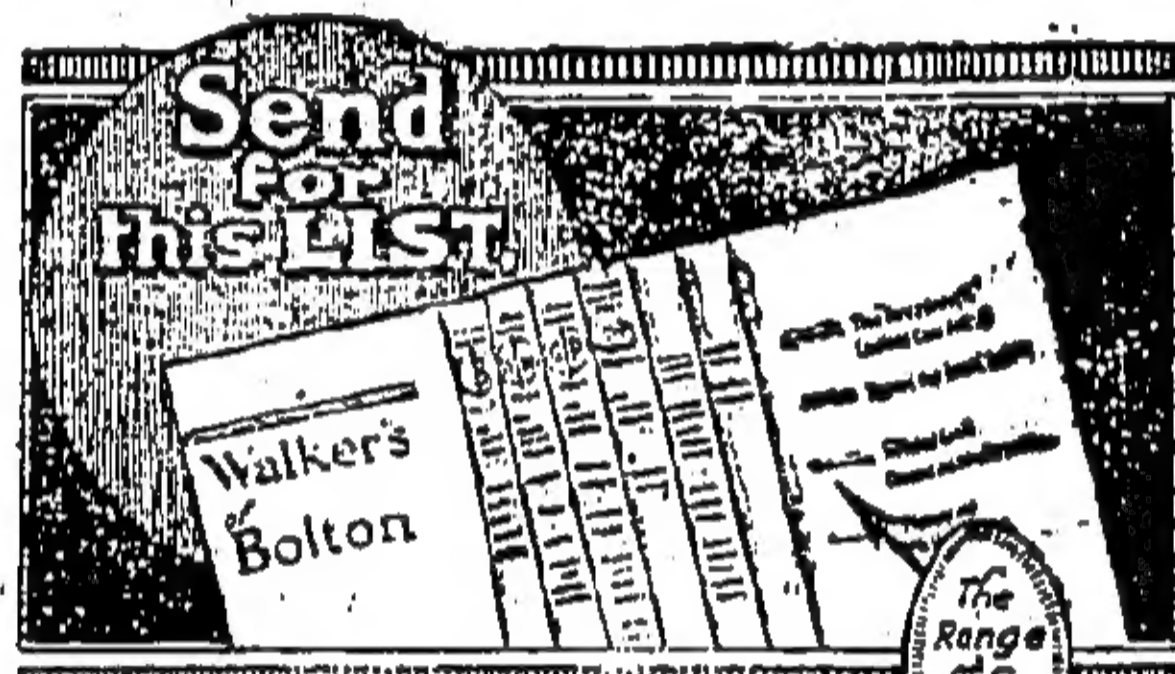
and/or

SINGAPORE.

For Particulars Please Apply to—
M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



To save time and money you
should have it before you
whenever you are ordering
Belting.

It is the "silent salesman" of a house
which has had nearly one hundred
years' experience in the belting in-
dustry, and it gives at a glance the price
of the best and most economical belt
for any drive.

WALKER'S BELTING is made through-
out at the Walker Belting Works, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Write for the list "The
Range of a Glass" to-day,
and keep it for reference.

Wm. Walker & Sons, Ltd.

BOLTON, England.

Contractors to
H.M. Government.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship,
"SEIZUOKA MARU,"

having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG &
KOWLOON WHARF & GODOWN COMPANY'S
Godowns at Kowloon, where each con-
signment will be sorted out mark by mark
and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary be-
fore Noon, To-day.

Goods not cleared by the 10th Sept.
1919, will be subject to rent.

Damaged Packages must be left in the
Godowns for examination by the Con-
signee's and the Co.'s representatives
at an appointed hour on TUESDAY and
FRIDAY. All claims must be pre-
sented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No claims will be admitted
after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, September 4, 1919.

A KWAI & CO

14 & 15 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandlery, Coal Merchants,
Sail-Makers, General Storekeepers
AND

Soap and Soda Manufacturers.

Cable Address: "AEWA". Tel. No. 1333.

EUROPEAN AGENCY.

WHOLESALE Indents promptly
executed at lowest cash price
for all British and Continental goods
including

Books and Stationery,
Boots, Shoes and Leather,
Chemicals and Druggists' Sundries,
China, Earthenware and Glassware,
Cycles, Motor Cars and Accessories,
Drugs, Millinery and Fancy Goods,
Fancy Goods and Perfumery,
Hardware, Machinery and Metals,
Jewellery, Plate and Watches,
Photographic and Optical Goods,
Provisions and Groceries, etc., etc.

Commission 2 1/2% to 5%.

Trade Discounts allowed.

Special Quotations on Demand.

Sample Cases from £10 upwards.

Commitments of Produce Sold on Account.

WILLIAM WILSON & SONS

(ESTABLISHED 1814).

25, ABchurch Lane, LONDON, E.C.

Cable Address: "WILSON" London.

SHIPPING

PACIFIC MAIL S.S. CO

U. S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA"

14,000 Tons each.

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt

The most Comfortable Route to America and Europe.

Sailings from Hongkong at Noon

S.S. "VENEZUELA" ... WEDNESDAY, Sept. 10th.

S.S. "ECUADOR" ... WEDNESDAY, Oct. 8th.

S.S. "COLOMBIA" ... WEDNESDAY, Nov. 8th

These Steamers have the most modern equipment including overhead
electric fans and electric lighting ALL LOWER BERTHS and large
comfortable Staterooms (All single and two berths only).

The Safety and Comfort of Passengers is our first consideration.
Special care is given to the cabin and the attendance on
passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the
Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc., apply to—
COMPANY'S OFFICE in Alexandra Buildings,
Chater Road.

Telephone 141.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 9 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 9 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings—S.S. "SUI AN" to Macao every Monday, Wednesday & Friday
at 8

NAUTICAL SCHOOLS.

Without a doubt, one of the greatest disadvantages which the junior officers of the mercantile marine on the China coast labour under, is that of successfully preparing themselves for the Board of Trade examinations in Hongkong. Unlike the United Kingdom, there are no nautical schools established on the China coast for the convenience of officers' preparatory coaching having been done by Captain Milroy, Hongkong, for the past nineteen years. Although a capable successor has succeeded him upon his retirement recently, the provision of an adequate nautical school remains imperative.

The introduction of the new examinations in Hongkong last December has made the successful standard to be attained by officers a very hard task, when they have to rely for the most part, entirely on their own initiative and perseverance. The new examinations, with the introduction of trigonometry, additional meteorology and naval architecture, present some very knotty points to officers when they have not attended the many advantages offered by an up-to-date managed, and equipped nautical school. This fact has undoubtedly been the deterrent of many officers from sitting for some examinations in Hongkong; some preferring to return to the Mother country where certain success is assured by having the advantage of being able to spend a few weeks or months, as the case may be, at a nautical college, and becoming schooled to a state of efficiency that is impossible when first hand tuition is not to be had.

The Indo-China S. N. Co., it has been reported, is inaugurating a service of cadets in its steamers on the coast, and with the introduction of so much young blood, it can be perceived that the establishment of a nautical school is imperative for the general success of this scheme. It is the opinion of the major portion of mercantile marine officers that the hardest examination to pass, is generally the first one, that for the second mate's certificate. Under consideration this is naturally the case, for the candidate for his first certificate, upon coming before the Board, is generally in an extreme state of nervousness, this condition having undoubtedly been the cause of many failures of quite competent officers. How apparent this state of nerves must be, when the candidate has had no other tuition than that which he has been able to give himself, when before the Board, can be imagined. This condition of "Nerves," is, of course, a problem that is generally lack of confidence, and lack of confidence is simply the outcome of the lack of adequate coaching by qualified master mariners and mathematical experts.

The appearance of a properly equipped nautical school on the China coast would, without a doubt, be welcomed by mercantile officers, and it is to be presumed that to many masters and officers on the coast, especially those that have a taste for teaching, there would be not a few applicants for the post of headmaster of such a school if it were founded.

The foundation of such a school would not be a very costly experiment from the beginning. Two instructors with the necessary qualifications would be ample for the staff of the school. The necessary instruments and books could very easily be obtained at a moderate cost from England or America, and when the school was founded, there would be few regrets, if any, of the entire undertaking, from a financial point of view.—Shipping & Engineering.

A HANGHAI WARNING.

EAT AND DRINK.
Nothing that has not been recently cooked, boiled or otherwise sterilised.

1. Fruit, vegetables, salads, melons, etc., which have not been cooked or otherwise sterilised.
2. Food on which flies have settled.
3. Milk or cream which has not been boiled or sterilised.
4. Ice-cream unless made from boiled materials.
5. Water which has not been boiled or filtered through a germ-proof filter, the candle of which should be boiled once a week regularly.
6. Aerated waters or other drinks unless of the best quality.

FRUITS, TOMATOES, ETC., CAN BE STERILISED
so that they can be safely eaten raw, and without spoiling the flavour, by dipping for a few seconds in briskly boiling water.

By order,

A NEW PROHIBITION LAW.

America for the last decade has been unenviably distinguished in the matter of drug-taking, and the reception of the new law governing the sale of "drugs of addiction" in New York seems to have emphasised to the extent of the evil. As there is not much point, even for the most reckless of correspondents, in unnecessarily fouling their own nest, it can be taken that there is good ground for the message that describes "a mob" of white-faced men and women who "fought with each other" for the privilege of registering themselves as accredited drug-takers and as such, entitled under the new law to a last two months' supply, in diminishing doses, of the means to satisfy their craving. The correspondent who wrote that brief description knew what he was about. There is an ugliness in it that is as salutary as a manifesto from the whole of Harley Street put together—and very much more swift. Yet little enough time has gone since it was possible to put a far better face on the same thing. For all the terrors that lay around the "unwinding of the accursed chain," our own Opium-eater could make a very attractive picture of his forging, and even argue that his drug was a more respectable companion than alcohol. Baudelaire and his contemporaries were by no means shy of exposing their unholy excursions into "les paradis artificiels" at the hashish-eaters' club that Gautier has described in the preface to "Les Fleurs du Mal." To one of these injudicious assemblies Balzac himself was a visitor, though it is recorded that he declined to be more than a spectator. Great is the power of words and their associations. Call a similar gathering, however distinguished the members of it, a "dope party," and who in these days—quite apart from its technical illegality—would care to print to having been present at it? Still nearer our own time may be found literary countenance for the same evil habit. Would a new Sherlock Holmes take refuge from crime and the inquiring society of Dr. Watson in the little syringe of morphine—or was it cocaine? The last ten years have seen all shades of social repute turn from "artificial paradises" and the explorers of them. That they are legal outlaws is a statutory fact. But beyond this is a great public recognition of them for what they are—as ugly and undesirable as the word "dope" that appropriately shelters them.

SHALL THE KAISER BE TRIED.

The columns of the Times have revealed an astonishing difference of opinion about the trial of the Kaiser. One had taken it for granted that the general feeling was in favour of that course, yet the correspondents whose letters are honoured with large type declare themselves as follows:—

For Lord Beresford.
G. E. Buckle.
Lord Ribblesdale.
Sir H. Rider Haggard.
Sir Valentine Chirol.
Mr. Norwood Young.
Mr. T. Gibson Bowles.
Mr. T. G. Jackson.
Mr. W. Locke.

The chief points put by the majority are that the proceedings will tend to rehabilitate the ex-Kaiser, now a discredited figure; that, as it seems to be agreed there will be no death penalty, they will be mainly spectacular and unreal; and that they will bring upon Britain something of the odium which for so long attached to us as the jailers of Napoleon.

There is force in all three contentions; and much might also be said as to the inexpediency of further distracting the public mind from the urgent business of setting in order a house so ready to tumble about our ears. On the other hand, it is difficult to see how we can call the minor figures to account for their atrocities if the Highest of All goes scot free.

It is certain that the ex-Kaiser can know no worse fate than his present one. To him may fitly be applied the phrase of Disraeli's, when asked the name of an aged peer, "Oh, that's old—," he said, "He's dead, but we don't let him know it."

RHEUMATISM.

HAVE you ever felt Chamberlain's Pain-Expeller rheumatism? If not, you are wasting time as the lady who writes this does on the banner it is, to cure. Get a bottle to-day, apply it with a vigorous massage to the afflicted parts and you will be surprised and delighted at the relief obtained. For sale by All Chemists and Storekeepers.

THE RAUB AUSTRALIAN GOLD MINING CO., LTD.

(INCORPORATED IN QUEENSLAND.)

GENERAL MANAGER'S PROGRESS REPORT FOR FOUR WEEKS ENDING JULY 19, 1919.

Gentlemen.—I herewith beg to tender my report on your mining and milling operations for four weeks ending July 19, 1919.

The accompanying sheet of measurements shows a total of 488 ft., made up of sinking 42 ft., driving 88 ft., and crosscutting for filling stopes 358 ft.

BUKIT KOMAN.

940 ft. Level.—The south drive has been advanced 2 ft. Total 5 ft. The north drive discontinued for the present. We have started work on the station lode near the main shaft and have opened up a very fair face of ore assaying 9 dwts., it averages 72 ins. in width.

840 ft. Level.—The drive north has been extended 4 ft. towards the winze making a total of 58 ft., crosscutting for stope fill 16 66 ft.

STOPES.

The stopes above the other levels are keeping their usual width and grade. There has been very little sampling done this month on account of a shortage of cups. During the month was sent down 321 cubic yards of clay filling to the various stopes.

ANDERSON MINE.

660 ft. Level.—The main crosscut east has been extended 9 ft. Total 34 ft., and passed through several small leaders of quartz of little importance.

The south drive advanced 4 ft. Total 44 ft., carrying 1.5 dwts. of gold.

60 ft. Level.—Stopping and crosscutting for filling are being carried on.

260 ft. Level.—The north drive has been put in 8 ft., total 19 ft. from 1385 ft. mark. The lode is 108 ins. wide assaying 8 dwts. The winze to connect with 360 ft. stopes has been sunk 8 ft., total 14 ft., showing fair average stone in the bottom.

160 ft. Level.—The winze to connect with 260 ft. level has been sunk 19 ft., total 30 ft. This winze is for filling.

Crosscutting for stope-filling, 148 ft. STOPES.

Above the various levels have been worked as usual and are keeping up width and values. Eighty cubic yards of clay filling have been sent down from surface.

DERRICKS SHAFT.

100 ft. Level.—The drive north on 365 ft. lode has been advanced 12 ft., total 52 ft. Lode 48 ins. wide assaying 13 6 dwts. The south drive on the same lode 46 ft. Total 90 ft. The lode 48 ins. wide assaying 16 2 dwts. The drive north on the 300 ft. lode has been put in further 5 ft. marking a total of 111 ft. The width of lode 36 ins. worth 2.0 dwts.

Stops—65 ft. lode 18 ins. wide value 20.0 dwts. 300 ft. lode 48 ins. wide value 18.0 dwts.

Mine returns for four weeks ending July 19, 1919.

Bukit Koman.—50 stamps worked 26 days. Last time 2 days was due to usual causes.

Stone crushed—

Bt. Koman..... 1,981 tons.
Anderson..... 1,507 "

Derricks..... 540 "

Justification..... 390 "

Stope..... 150 "

4,578 tons.

No. 1 H. Mill crushed (surface)..... 280 "

Total ore crushed

In Battery..... 4,858 tons.

Amalgam. Retorted, Smelted

ozs. ozs. ozs.

2,387 889 885.265

Bukit Malacca.—Two Hunington Mills ran 24 1/2 days. Lost time was due to broken die rings, cleaning out swamp and repairs to water service.

Ore treated 3,505 tons.

Bt. Koman..... 1,830 tons.
Malacca..... 1,625 "

3,505 tons.

Amalgam collected 502 ozs. yield 218 ozs. of retorted, gold smelted 212.150 ozs.

Average yield per ton, Stamps

3,326 dwts.

Bt. Malacca

Value of Tailings 805 tons

Totals.—Ore crushed 8,363 tons

Amalgam collected 2,889 ozs.

Smelted gold " 1,097.415 "

Finesness of gold " 916.08 "

W. SHAFFREY,
General Manager.

CHINESE TELEGRAMS.

[Translated for the China Mail from the Wah Tsz Yat Po.]

OPPOSING WONG YAP TONG.

SHANGHAI, Sept. 4.

Owing to strong opposition from all quarters Wong Yap Tong will not proceed to the South until matters have been smoothed over.

Ng Pui Jui commander of the northern troops at Hunan has dispatched his second telegram to Peking against Wong Yap Tong's appointment as Chief Fence Delegate. Kung Sum Chun proposed to wire a reply reprimanding him but an afterthought made him ask Tso Kwan the Chih Tschun to talk to him about it.

CHINA AND AUSTRIAN PEACE TREATY.

Luk Ching Cheung cabled from Paris reporting that he has obtained assistance from the Powers to protest against the alteration of the Austrian Peace Treaty.

DR. WONG CHING-TING RETURNING.

Dr. Wong Chingting, a peace delegate to the Paris Conference, has reported that he will shortly return to China. The Peking Government has cabled to instruct him to come to Peking directly.

MARTIAL LAW AT PEKING AND TIENSIN.

Martial law at Peking and Tientsin has been rescinded.

R.A.M.C. WAR MEMORIAL FUND.

The following is a further list of subscribers to the above fund:—
Shameen Red Cross Society. \$400.00
Anonymous..... 100.00
N. B. Karanjia..... 25.00
H. H. Sandeman..... 25.00

£111/11/5 @ 4/0 11/16 = \$550.00

SHIPS IN HARBOUR.

List of vessels in port this morning.

British.	Japanese.
Halibong	Kamo Maru
Hangsang	Kajo Maru
Sinkiang	Shisen Maru
Kanchow	Anjo Maru
Hayang	Tango Maru
Taksang	Chelan Maru
Loongsang	Nankai Maru
Kansu	Ujo Maru
Empress of Russia	Taiwan Maru
Hermelin	Massyosha Maru
Laisang	
Telemachus	Chinese.
Derwent	Shun Shing
Melville Dollar	Yuet Shing
Phranang	Shen Shing
Taisang	Kam Ying Fat
Shantung	Abit Tai
British Isles	Hui Hai
Phuenpenh	Wing Hang
Volute	Chetoo
Huntball	Dutch.
	Timanoeek
	Tijaroem
	Tijanas
	Norwegian.
	Hero
	Providence
	Inter Allied.
	Batavia
	Nam Wan

The s.s. "Kamo Maru" (Capt. Nakamura) clears for London via Singapore and Suez at 6 p.m. to-day with 840 tons of general cargo and 17 European passengers.

The s.s. "Haiyang" (Captain Passmore) arrived from Singapore at 6.30 a.m. to-day with 1,400 tons of general cargo and one bag of mails. She carried eight European cabin passengers.

The s.s. "Sinkiang" (Capt. Eedy) which cleared for Shanghai to-day and is scheduled to sail at 6 to-morrow morning, takes 300 tons of general cargo and 7 European passengers from Hongkong.

WAR ON WHEEL BARROWS.

WHITE MEN'S IRRITABLE NERVES.

It was an evil fate that prompted two unsuspecting Chinamen to push their screaming, screaming wheel barrows past the police station the other morning in Ipoh, for no sooner had the alert Inspector in charge of the Police District heard the first distant shriek of the approaching barrows than he bounded to his feet and rushed out on to the verandah, leaving a visitor dumbly wondering what terrible tragedy could have caused a usually debaucher and coiled custodian of the peace to abandon everything and skip out of his office with greater precipitation than dignity.

Returning a few moments later, flushed but triumphant, the ever courteous Inspector offered a brief and breathless explanation for his sudden disappearance with the three words, simple but pregnant with force, "war on wheel barrows!" And so had begun the bitter fight against the fiendish noise responsible for so much distraction and annoyance at times bordering on insanity. For two days the migrations of the barrows, securely entrenched in their impudic attitude, had been waiting with tense nerves and bated breath for the fateful hour when an offender, whose wheel barrow would pass the place of station or rather attempt to pass, for it had been solemnly decreed that war should be waged even to the death.

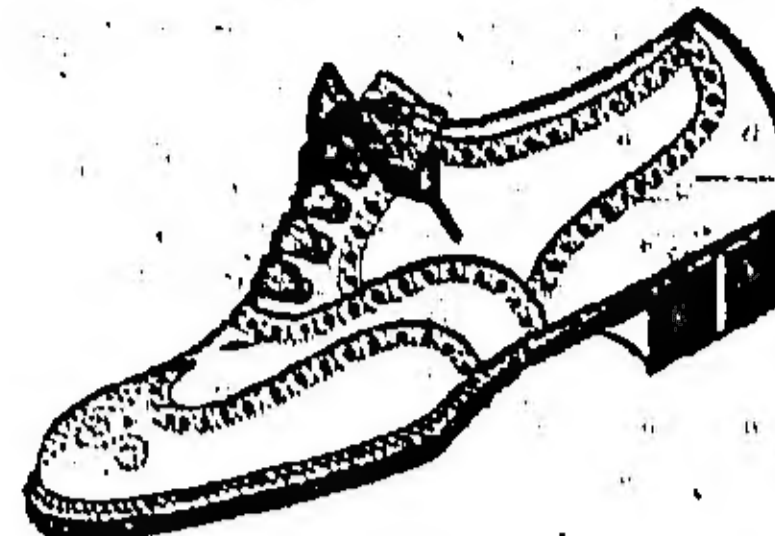
It was too very surprised and disgusted Chinamen who reluctantly acquiesced the officers of the law in the dreaded police station where they were charged with having caused a public nuisance.

It is understood that this will be the first prosecution of this description in Ipoh, and consequently the prosecution will be much in the nature of a test case. (T.O.M.)

A UNIVERSAL POSTAL SERVICE.

The restoration and improvement of postal and cable services throughout the world must be a first step in reconstruction. So the writer on Universal Postal Service argues, and his argument carries conviction. Postal contact is the surest solvent of mental and material differences, the quickest way to understanding and to commerce. But, in a working world, now of us must be in touch at home. There must be instant communication at a distance. A cheap, simple, and swift postal service is the best to personal contact. We share our correspondent's hope that it will be possible to revert to penny postage for the Empire and for America. As the United States returned to the two-cent (penny) rate for home letters on July 1, it would be convenient to have this rate adopted universally for all our Imperial and foreign letters. The cost should not be prohibitive. Collection, sorting, and delivery cost the same for letters addressed across the ocean and across the street. Transport in bulk is a small proportion of the whole expenditure. More than two centuries ago there was a penny post to America. Captains about to sail hung up bags in the coffee rooms in London and Bristol, and carried across the Atlantic single letters for a penny each. The scheme broke down because of delay in the final delivery, but a penny an ounce works out at nearly \$200 a ton, which leaves an ample margin after paying ocean freight. Even aerial transport is not prohibitive in cost. Mr. Holt Thomas recently showed that letters could be taken by aeroplanes from London to Paris at the rate of 700 words for one penny. The voyage of the R44 foretells transoceanic postal transport at a cheaper rate. Even now we are far from having exhausted known possibilities of weight saving for the swifter methods of transport. In the pigeon postal service operated during the siege of Paris a single letter carried 1,000,000 written words, photographed on plates of collodion, no doubt a universal postal rate of three-halfpence would be better than the present complexity, but a universal penny rate is well within the limits of competent organization.—Times.

OUR GOLF SHOES



Combine the best materials and good workmanship with perfect fit, and comfort.

NEW STOCK JUST RECEIVED.

MACKINTOSH & CO., LTD.

Men's Wear Specialists.

16 Des Vaux Road.

Telephone 29.

THE SOVIETS AND THE PEASANTRY.

A MENSHEVİK VIEW OF RUSSIA'S FUTURE.

Forerunners of the 12th July publication an interview with Blenscock, who represents the Russian Menshevik party in the Permanent Socialist Commission at Stockholm. Blenscock maintains that the future of Russia is determined by her present economic condition. He says:

Russia is rapidly becoming more and more of an agrarian State. The most important and lasting result of the Russian Revolution is the creation of a numerous class of smallholders and the total destruction of the more or less feudal landed estates. At the same time the great towns are being depopulated, the industry is being ruined, and the proletariat decimated. The catastrophic disorganisation of all transport has made nearly all exchange of goods between town and country impossible, apart from the fact that the Russian industry has nothing it can offer the rural population. . . . The Soviet Government is attempting to negotiate with the middle strata of the peasantry and wishes to become a peasant Government. For this reason Kaledin, a worker with good country connections, has been appointed President of the Central Executive of the Soviets. For this reason, also, the compulsory requisitioning of grain is not attempted. . . . In short, the capitalist social order is gradually but surely being reinstated in this "communist" State.

The one really successful achievement of the Bolsheviks is the Red Army. . . . Here we have to deal with a considerable power which is generally greatly underrated. Bolshevik strategy has the advantage of interior lines, unity of command, and, compared with its eastern enemies, a fairly comprehensive network of railways. All these circumstances render the military success of the Soviets very improbable, quite apart from the internal difficulties with which these reactionary opponents of the Soviets have to contend. While the workers and peasants of Soviet Russia desire liberation from Lenin's dictatorship, the workers and peasants in the regions occupied by Koldak desire liberation from the military dictatorship of the latter. Thus the Bolsheviks and reactionaries work for each other.

The only possible way out of this vicious circle is by the power of Russian democracy. Sooner or later Russia will doubtless develop into a more or less progressive peasant democracy. It is very probable that Russia will experience, as a transition period following upon Bolshevism, an era of reactionary military dictatorship. It is a matter of indifference whether this dictatorship is exercised by Koldak, Denikin, or by one of the present commanders of the Red Army. . . . But if a reactionary Government immediately follows Bolshevism, it cannot last for long. . . . the entire world-situation would seem unfavourable for a reactionary epoch in Russia. Everywhere Socialistic democracy is on the march, and is the best guarantee for a democratic development, in Russia.

MURDER TO AVERT EXPOSURE.

CRIME ALLEGED AGAINST SHIPPING MILLIONAIRES.

It is now alleged by his relatives and friends that Mr. F. A. Dowsey, head of the Plant Protective Board Shipping Bureau, who was found dead in the lavatory of his office at Seattle on May 2, was murdered. Their contention is that Mr. Dowsey was murdered at the instance of wealthy shipbuilders to avert the disclosure of corruption in connection with Government shipping contracts.

His death was the subject of an inquiry by the coroner, who reported that death was due to asphyxiation, but the dead man's brother, who had heard of many threats against Mr. Dowsey's life, was dissatisfied with the result of the inquiry and had the body brought to New York. One of the brothers, who is a medical man, had an autopsy performed by an eminent surgeon. He reported that there was a large gash over the dead man's right eye and a large bruise on the side of his head, both of which had been finely sewn up as if to conceal them. Inquiries were then set on foot which resulted in the reopening of the coroner's inquiry. Federal agents and private detectives who have been working on the case now state that they are convinced that Mr. Dowsey was murdered, and intimated that arrests would be made shortly.

Mr. James Dowsey, a brother, who is a lawyer, said that he was determined to bring to justice a certain wealthy man who, he believed, instigated the crime.

I know that before he left New York my brother was openly threatened with his life he said. A certain official of the Shipping Board, speaking on my brother's appointment to Seattle in a Chicago club, said: "Well, we got the last one they sent out there. We'll get this one too." It is common knowledge that Fred was threatened three months ago. Efforts were also made to buy him off.

A QUART OF CLARET.

The French Line str. "Chicago," which arrived at New York recently with 400 passengers aboard, was held up for 24 hours when 80 miles out from Bordeaux because the crew, dissatisfied with the quality of the wine served them, refused to continue their work. The nation of the crew includes one quart of Bordeaux wine each day. When the wine was doled out the first time the wine experts between decks discovered that it was not up to the standard they had been used to, and work was stopped. There was nothing for the skipper to do but to anchor the vessel and notify his agents in Bordeaux that the men were dissatisfied with the quality of the wine that had been provided for them. Word was sent ashore and late that night a lighter came alongside the liner, which barrels of wine aboard. The crew forthwith appointed a committee of six, representing the steward's department and the engine-room force, to determine whether the new wine was of a quality to satisfy their taste. Samples were drawn from each of the 14 barrels and tested with evident enjoyment. They pronounced the wine satisfactory and the "Chicago" resumed her trip after a delay of 24 hours.

THE WINE OF LIFE

WINCARNIS

THE WINE OF LIFE

